

APPENDIX A

TRAVEL DEMAND FORECASTING METHODOLOGY & DELAY, VOLUME, LEVEL OF SERVICE TABLES

TRAVEL DEMAND FORECASTING METHODOLOGY:

Vehicle and ridership estimates for both the transit and highway components of the Red Line project were prepared using the travel demand model developed by the Baltimore Regional Transportation Board (BRTB), the region’s local metropolitan planning organization (MPO).

Developing travel demand models is data-intensive and time-consuming. It is an ongoing process involving constant data updates to reflect changing conditions and new land use projections. Also part of a travel demand model are population and employment estimates; highway and transit networks and speeds, access links to connect the geographic zones to the highway and transit networks, transit routes, frequencies, number of stops and stations, station parking and bus access, and fares and other costs. After the data is obtained, all of it is calibrated to actual, observed counts to ensure the model reflects reality. This work is performed for the Baltimore area by the BRTB.

Similar to the majority of models in use across the country, the BRTB travel demand model estimates ridership in a four-step process:

1. Trip Generation: Estimating how many people will travel to and from each transportation analysis zone (TAZ), or small geographic areas within the metropolitan area. The number of trips to and from each zone is based on the land use in that zone, which is determined in cooperation with the local jurisdictions within the region. The cooperative land use forecast used for this study is Round 7-C, adopted in July of 2010.
2. Trip Distribution: Estimating how many people will travel between each geographic area. For example, if the first step estimated that 200 people will travel to the Inner Harbor, this step might estimate 40 of those 200 people will come from Towson, and 35 people will come from Woodlawn. This is determined using a model to weight the attractiveness of each TAZ based on the land use demographics and socio-economic characteristics, as well as the travel time from other TAZs. This step leads to a matrix of origins and destinations for each TAZ in the region.
3. Mode Choice: Estimating how many people will take transit versus automobile. A mode choice sub-model is used to determine the attractiveness of transit, based on the transit capacity, schedules, fares and on-board surveys of transit riders in the region.
4. Assignment: Designating auto trips to the highway network and transit trips to the transit network, including specific buses and rail services (such as the Red Line). Generally the model assumes that everyone will take the quickest route, factoring in the cost of that route (such as transit fares) and transfers as an added penalty. The assignment model requires many types of information regarding actual travel times, speeds, transit schedules, traffic congestion, etc.

Other steps in the model process include accounting for truck traffic and how people taking transit actually get to the transit stop or station. The model also accounts for proposed improvements to the highway and transit network which are included in the *Plan It 2035* Long Range Transportation Plan for the region.

For the Red Line project, the specific improvements proposed with for this project were added to the travel demand model to develop traffic and transit projections for the Build scenarios, including, the rail alignment and any bus or rail service changes that are part of the proposed alternative. The proposed Red Line alignment, stations, station facilities (park-and-ride), travel speeds, frequencies (number of

trains or buses per hour) and fares were included, as were the highway network changes (new intersections, restricted intersections, pedestrian crossings, number of lanes, turn lanes, etc.). Additional documentation of the efforts to calibrate and validate the model for the Red Line are provided in *Baltimore Red Line Corridor Transit Study Travel Model Calibration and Validation Report*, dated June 2010. Detailed results of the transit ridership forecasts for the Red Line are provided in *Baltimore Red Line Travel Demand Forecasting Report*, dated October 2012.

Once the model is developed and executed for both the highway and transit assignments, additional processing of the raw model data is required to obtain the highway trips at each intersection in the study area. This post-processing is required to obtain the peak hour turning movement volume data from the peak 3-hour period link volumes provided by the model.

To complete the post-processing, link annual growth rates were determined for future year scenarios by comparing with existing year link volumes. These growth rates were applied to the 2011 peak hour turning movement traffic counts at each of the key intersections included in the study area, for both the inbound and outbound links adjacent to each intersection. The resulting projections were averaged to obtain raw peak hour turning movements for the future year scenarios. These volumes were then manually balanced as necessary considering mid-block access points and traffic generators along the roadway links. Finally, additional manual adjustments were made as needed to account for any new or closed intersections along the roadway systems as a result of the Red Line (such as the elimination of left turns from or across US 40 at several locations along the corridor).

To develop the construction year 2016 forecasts, additional model and post-processing adjustments were made to simulate the constrained roadway conditions and construction activity along the corridor at key locations. In the travel demand model, the following links were constrained:

- US 40 (Edmondson Avenue) east of Cooks Lane – coded as two lanes per direction from Brookwood Road to Wynans Way (instead of three) due to construction of the eastern portal of the Cooks Lane Tunnel.
- US 40 under the AMTRAK bridge just west of the West Baltimore MARC Station – coded as one lane westbound instead of three lanes, due to the narrow bridge cross-section.
- US 40 Depressed Freeway Section (from Pulaski Street to Martin Luther King Boulevard) – links closed to traffic, as proposed for the construction of the Downtown Tunnel.
- Lombard Street between Hopkins Place and Howard Street – coded as two lanes westbound, instead of five lanes.
- Lombard Street between Calvert Street and Light Street – coded as two lanes westbound, instead of five lanes.
- Boston Street at Montford/Hudson streets – both directions of Boston Street closed to traffic, for construction of the eastern portal of the Downtown Tunnel.

In addition, manual adjustments were completed to reflect turn lane closures along Security Boulevard, US 40 and Boston Street to assess impacts during certain phases of construction. Construction haul trucks were also added to the construction year traffic projections along the appropriate links as noted in Chapter 6-Table 24 of this report, to account for these additional vehicles in the traffic stream.

TABLE A-1: COMPARISON BETWEEN EXISTING AND NO-BUILD CONDITIONS FOR SIGNALIZED INTERSECTIONS (LOS E & F)

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
1	Security Blvd at Belmont Avenue	B	19.2	3,945	D	54.9	4,900	C	25.4	4,840	E	73.0	6,665
2	Security Blvd at Woodlawn Dr.	D	42.3	4,000	E	64.9	4,370	D	35.4	4,470	F	81.7	5,915
3	Ingleside Ave at Security Blvd	E	58.8	3,910	E	66.5	3,905	E	55.4	4,195	E	57.0	4,300
4	US 40 at Ingleside Avenue	D	38.2	4,020	E	59.7	4,750	D	39.2	5,045	F	108.7	6,250
5	Johnnycake Road at Ingleside Avenue	C	23.6	1,705	C	33.0	2,225	E	58.2	2,590	F	133.1	3,215
6	W. Franklin Street at N. Payson Street	Does Not Exist						C	30.2	1,575	F	95.7	2,500
7	W. Mulberry Street at N. Pulaski Street	E	69.5	3,065	C	23.9	1,845	B	19.6	3,260	C	31.4	2,420
8	Franklin St WB at MLK Blvd	D	37.6	5,360	D	37.6	5,845	F	89.9	6,890	F	95.4	7,745
9	Mulberry St EB at MLK Blvd	F	97.4	6,195	C	20.8	5,315	F	173.5	8,030	F	101.9	7,395
10	Saratoga St at MLK Blvd	E	63.4	5,255	D	40.7	4,815	F	285.8	7,100	F	269.0	6,950
11	Fayette St at MLK Blvd	B	13.2	4,855	B	14.6	4,950	F	85.6	6,645	E	56.8	7,205
12	Baltimore St at MLK Blvd	C	31.3	5,230	E	60.5	5,075	F	115.9	7,160	F	228.2	7,405
13	Lombard St at MLK Blvd	C	28.4	5,340	E	72.8	5,550	F	80.3	7,225	F	197.6	7,785
14	Lombard St at Penn St	B	13.7	775	E	69.2	1,295	B	13.5	1,265	E	74.7	1,725
15	Lombard St at Greene St	C	28.4	2,010	C	34.9	2,720	C	33.5	2,775	F	89.8	3,355
16	Lombard St at Howard St	C	22.0	2,160	C	31.0	2,585	C	26.4	3,025	E	58.7	3,235
17	Lombard St at Hopkins Pl	F	95.6	2,125	F	116.2	2,815	F	190.5	3,040	F	185.2	3,315
18	Lombard St at Hanover St	B	15.7	1,600	E	67.5	1,725	E	77.1	2,235	E	75.8	2,100
19	Lombard St at Light St	C	29.2	3,585	F	156.1	3,760	D	53.0	4,380	F	154.5	4,340
20	Lombard St at Calvert	C	33.9	3,740	C	27.3	3,770	D	35.5	4,325	F	116.0	4,845
21	Lombard St at South Street	C	25.5	2,400	C	29.5	2,440	C	31.2	3,010	E	68.2	2,985
22	Lombard St at President St	D	37.6	4,500	C	30.7	4,640	E	58.4	5,495	E	64.7	5,640
23	Eastern St at President St	C	35.0	3,200	D	52.0	3,810	D	40.8	3,725	E	79.6	4,750

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
24	Fleet St at Caroline St	B	14.0	1,150	B	13.3	1,210	E	64.3	1,690	E	61.4	1,895
25	Aliceanna at Boston St	B	10.1	2,317	E	74.5	2,311	C	24.2	3,125	F	122.8	2,970
26	Montford at Boston St	B	14.3	2,475	B	10.6	2,395	E	71.2	3,480	A	2.4	3,000
27	Boston St at Clinton St	D	35.4	2,525	C	25.1	2,495	F	234.0	4,745	C	26.9	3,565
28	Boston St at Conkling St	B	14.0	2,065	B	12.4	2,000	E	62.7	4,620	C	30.8	3,140
29	O'Donnell at Conkling St	D	40.7	2,085	D	44.8	2,145	F	301.4	3,325	F	144.0	2,835
30	Bohdonnell at Boston St	Does Not Exist						E	66.9	4,290	D	37.6	E
31	O'Donnell at Ramps TO/FR I-95/895	C	25.0	1,980	C	28.0	1,945	E	73.4	3,790	C	28.1	3,385
32	Lombard St at I-895 Ramps	C	28.2	2,090	C	32.5	2,200	E	60.3	3,450	F	209.7	5,095

TABLE A-2: COMPARISON BETWEEN EXISTING AND NO-BUILD CONDITIONS FOR UNSIGNALIZED INTERSECTIONS (LOS E & F)

No.	UnSignalized Intersections	Existing						No- Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
1	Security Blvd. at Greengage Rd.	E	48.5	1,180	D	31.7	1,245	D	33.9	1,355	E	35.6	1,285
2	Security Rd. at Woodlawn Dr.	B	10.8	1890	D	25.6	1990	B	10.9	2,155	E	48.2	2,300
3	Parallel Dr. at SSA Access	B	14.6	925	F	51.9	1,245	C	20.3	1,185	F	185.7	1,685
4	US 40 (Edmondson Ave.) at Denison St.	F	261.6	3,430	F	71.6	3,560	F	465.0	4,175	F	N/A	4,535
5	US 40 (Mulberry St.) at Smallwood St.	F	N/A	2,645	F	140.5	1,455	F	N/A	2,900	F	996.4	1,995
6	Leakin St. at Boston St.	D	27.6	2,340	F	N/A	2,305	F	629.8	3,190	F	N/A	2,995
7	Boston St. at Kenwood Ave.	D	26.2	2,290	C	20.0	2,320	F	N/A	3820	F	195	3145
8	Boston St. at East St.	A	9.6	2,320	B	11.3	2,270	F	220.7	4,235	D	30.9	3,240
9	Boston St. at Baylis St.	C	20.5	2,015	B	13.7	1,910	F	N/A	4,340	B	14.6	2,825
10	Toone St. at Conkling St.	C	16.1	955	C	17.1	965	F	89.1	1,755	C	16.1	840
11	Bayview Blvd. at Alpha Commons Dr.	B	13.1	1,045	B	11.5	875	F	449.7	2,690	F	317.8	2,655

Note: N/A: Results not available in Synchro/HCM output due to heavy congestion.

TABLE A-3: COMPARISON BETWEEN EXISTING AND NO-BUILD CONDITIONS FOR ALL MODELED SIGNALIZED INTERSECTIONS

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
1	Security Blvd. at Rolling Rd.	D	42.5	4670	D	53.3	4840	D	42.9	5095	D	45.1	5450
2	Fairbrook Rd. at Rolling Rd.	D	54.4	3,150	C	28.1	3,475	D	39.9	3,310	B	17.4	3,685
3	Rolling Bend at Rolling Rd.	B	10.5	2,270	B	13.7	3,135	A	8.9	2,350	C	27.1	3,575
4	Security Blvd. at Lord Baltimore Dr.	C	20.2	3500	C	25.3	3830	C	34.0	4505	D	45.0	4995
5	Security Blvd. at Belmont Ave.	B	19.2	3945	D	54.9	4900	C	25.4	4840	E	73.0	6665
6	Security Blvd. at I-695 Off Ramp	B	13.1	4455	A	6.4	4830	B	11.5	4985	A	7.0	6630
7	Security Blvd. at I-695 On Ramp	A	1.5	4335	A	3.2	4730	A	0.8	4735	A	1.2	6490
8	Security Blvd. at Whitehead Rd.	B	16.6	3280	C	30.2	3780	C	20.5	3725	D	38.0	5105
9	Security Blvd. at Woodlawn Dr.	D	42.3	4000	E	64.9	4370	D	35.4	4470	F	81.7	5915
10	Parallel Dr. at Woodlawn Dr.	C	29.7	1885	D	37.6	2115	D	38.7	2195	D	52.8	2785
11	Security Blvd. at Gwynn Oak Rd.	B	16.8	2310	B	18	2305	B	19.5	2380	B	18.4	3770
12	Security Blvd. at Perimeter Dr.	A	9.1	2165	B	16.2	2135	A	7.7	2240	C	27.9	3670
13	Ingleside Ave. at Security Blvd.	E	58.8	3910	E	66.5	3905	E	55.4	4195	E	57.0	4300
14	Parallel Dr. at Ingleside Ave.	B	10.8	2045	A	9.6	2110	B	11.6	2370	C	22.9	2470
15	Forest Park Ave. at Security Blvd.	B	16.5	2205	B	19.5	2495	C	20.3	2205	B	18.3	2405
16	Briarclift Rd. at Cooks Lane	B	13.3	1825	B	12.7	2005	B	16.4	2125	B	12.0	2110
17	US 40 at I-695 OL Ramps	B	17.8	4835	A	9.8	5375	C	34.5	6565	A	7.1	7050
18	US 40 at I-695 IL Ramps	A	4.0	4160	A	3.5	4905	A	5.2	5590	A	4.4	6530
19	Kent Ave. at US 40	A	3.5	3240	A	7.8	4160	A	3.4	4090	A	9.3	5360
20	US 40 at Ingleside Ave.	D	38.2	4020	E	59.7	4750	D	39.2	5045	F	108.7	6250
21	Johnnycake Rd. at Ingleside Ave.	C	23.6	1705	C	33	2225	E	58.2	2590	F	133.1	3215
22	US 40 at Johnnycake Rd.	C	29.2	2990	C	25.5	3160	C	32.8	3770	C	27.9	4220
23	US 40 at St. Agnes Lane	B	16.5	2525	B	19	2720	B	15	3055	B	18.4	3595
24	US 40 at Coleridge Rd.	A	6.8	2165	B	12.5	2375	A	5.7	2535	B	12.4	3340
25	US 40 at Edmondson Ave.	B	11.9	2410	B	10.6	2490	B	11	3000	B	12.4	3650
26	US 40 at Cooks Lane	B	13.7	3880	B	13.4	4175	B	15.5	4720	B	16.6	5535
27	US 40 at Nottingham Rd.	A	6.3	3840	A	1.8	4130	A	6.6	4720	A	7.8	5485

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
28	US 40 at Winans Way	C	32.7	4070	B	18.9	4285	B	11	5010	A	8.5	5525
29	US 40 at Glen Allen Drive	A	9.8	3685	A	9.5	3955	A	7.2	4565	B	12.1	5250
30	US 40 at Swann Ave.	B	12.8	3690	B	13.4	3955	D	40.9	4750	D	44.1	5185
31	US 40 at Westside Village Shop Ctr	A	3.5	3550	A	2.4	3850	A	5.0	4260	A	2.0	4455
32	US 40 at Woodridge Rd.	C	20.3	4020	C	23.4	4165	C	29.6	4790	C	27.7	5010
33	US 40 at Wildwood Pkwy	A	9.4	3635	B	10.9	3835	B	11.7	4470	B	13	4800
34	US 40 at Mt. Holly St.	A	6.4	3625	A	4.8	3710	A	5.2	4425	A	4.0	4645
35	US 40 at Allendale St.	A	7.0	3675	B	10.7	3840	A	9.0	4510	C	27.9	4835
36	US 40 at Edgewood St.	A	2.7	3435	A	2.9	3610	A	2.5	4200	A	3.9	4480
37	US 40 at Hilton Dr.	A	9.9	3875	B	12.6	3975	A	7.7	4725	B	12.1	5075
38	US 40 (Edmondson Ave.) at US 40 (Franklin St.)	B	15	3640	B	17.7	3630	B	14.1	4390	B	15.4	4645
39	Edmondson Ave. at Poplar Grove St.	B	19.4	1045	B	11.4	1220	C	27.8	1345	B	15.3	1450
40	Edmondson Ave. at Franklintown Rd.	C	26	1140	C	31.3	1370	B	16.1	1515	C	20.9	1615
41	Edmondson Ave. at Braddish Ave.	B	11.1	795	A	7.1	1025	B	11.7	1065	A	7.0	1200
42	Edmondson Ave. at Whitmore Ave.	A	8.1	735	A	5.6	945	A	7.1	955	A	7.8	1100
43	Edmondson Ave. at Warwick Ave.	B	14.5	1025	C	24.0	1345	B	14.1	1195	B	10.4	1460
44	Edmondson Ave. at Bentalou St.	B	17	785	C	25.7	1155	B	13.7	1005	B	15.9	1235
45	US 40 at Franklintown Rd.	C	27.3	3885	B	16.7	3490	B	17.8	4745	B	15.5	4570
46	US 40 at Warwick Rd.	B	18.5	3980	B	17.6	3745	C	20.1	4790	C	33.1	4810
47	W. Franklin St. at N. Pulaski St.	B	13.8	1260	B	16.0	2300	C	30.6	2050	C	22.6	2900
48	W. Franklin St. at N. Payson St.	Does Not Exist						C	30.2	1575	F	95.7	2500
49	W. Mulberry St. at N. Pulaski St.	E	69.5	3065	C	23.9	1845	B	19.6	3260	C	31.4	2420
50	W. Mulberry St. at N. Payson St.	Does Not Exist						B	12	2745	A	8.5	2020
51	Baltimore St. at Warwick Ave.	B	16.7	845	C	22.3	1310	B	19.5	1390	B	19.2	1475
52	Baltimore St. at Pulaski St.	B	19.6	700	C	30.2	980	C	20.4	1010	B	19.0	1030
53	Frederick Ave. at Pulaski St.	C	25.6	490	B	15.5	895	B	15.6	870	B	15.8	945
54	Pratt St. at Pulaski St.	C	20.8	650	B	18.7	820	B	16.9	1040	B	17.5	885
55	Edmondson Ave. at Payson St.	B	19.2	425	C	22.0	675	C	22.2	825	C	30.8	1065

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
56	Edmondson Ave. at Monroe St.	C	27.6	1400	C	23.9	1440	D	37.5	2080	C	26.6	1910
57	Edmondson Ave. at Fulton Ave.	B	13.0	1335	B	14.0	1805	B	15.1	1905	D	48.3	2465
58	Edmondson Ave. at Gilmor St.	C	22.5	390	C	20.5	445	D	43.1	1030	C	25.7	990
59	Edmondson Ave. at Calhoun St.	B	13.6	295	B	11.2	345	B	15.7	675	B	12.6	685
60	Edmondson Ave. at Carey St.	B	15.9	265	C	20.8	455	C	25	550	C	23.3	850
61	Edmondson Ave. at Arlington St.	C	20.1	220	B	18.1	335	B	16.6	475	B	18.7	655
62	Franklin St. at Monroe St.	B	11.1	1300	D	36.6	1440	B	10.4	1710	D	44.0	1680
63	Franklin St. at Fulton Ave.	A	8.9	1125	C	35.0	1815	B	10.6	1380	D	35.2	2235
64	Franklin St. at Gilmor St.	A	9.6	405	B	10.8	650	B	18.9	775	B	16.4	1050
65	Franklin St. at Carey St.	B	11.9	450	B	14	785	B	15.3	655	B	15.3	1185
66	Franklin St. at Carrollton Ave.	B	10.9	320	A	8.4	580	B	12.2	450	A	9.3	890
67	Franklin St. at Arlington St.	B	15.6	390	B	14.6	600	B	16.9	570	B	13.7	1085
68	Franklin St. at Schroeder St.	B	16.5	410	A	9.6	690	B	17.8	690	B	12.4	1230
69	Mulberry St. at Monroe St.	A	7.7	1430	A	9.3	1220	A	9.4	1910	B	10.9	1520
70	Mulberry St. at Fulton Ave.	B	13.4	1265	C	23.5	1660	B	14.0	1715	C	25.6	2105
71	Mulberry St. at Gilmor St.	C	22.1	525	B	11.5	480	C	31.9	1075	B	15.6	880
72	Mulberry St. at Carey St.	B	12.0	610	B	15.7	640	B	17.0	1105	C	20.6	1050
73	Mulberry St. at Carrollton Ave.	A	8.2	435	A	3.6	410	A	8.4	800	A	5.5	665
74	Mulberry St. at Arlington St.	A	5.8	500	B	10.9	470	A	6	890	B	15.5	785
75	Mulberry St. at Schroeder St.	A	8.0	565	B	15.4	610	A	9.8	1075	B	17.8	1000
76	Saratoga St. at Fremont Ave.	B	12.3	560	B	13.1	520	B	18.7	1155	C	33.1	1120
77	Lexington St. at Fremont Ave.	B	11.4	200	B	11.3	250	B	11.6	560	B	12.9	620
78	Fayette St. at Fremont Ave.	B	12.3	310	B	11.6	400	B	14.3	815	B	13.8	940
79	Franklin St. WB at MLK Jr. Blvd.	D	37.6	5360	D	37.6	5845	F	89.9	6890	F	95.4	7745
80	Mulberry St. EB at MLK Jr. Blvd.	F	97.4	6195	C	20.8	5315	F	173.5	8030	F	101.9	7395
81	Saratoga St. at MLK Jr. Blvd.	E	63.4	5255	D	40.7	4815	F	285.8	7100	F	269.0	6950
82	Lexington St. at MLK Jr. Blvd.	A	2.8	4565	A	5	4225	B	10.4	6025	D	38.1	5975
83	Fayette St. at MLK Jr. Blvd.	B	13.2	4855	B	14.6	4950	F	85.6	6645	E	56.8	7205

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
84	Baltimore St. at MLK Jr. Blvd.	C	31.3	5230	E	60.5	5075	F	115.9	7160	F	228.2	7405
85	Lombard St. at MLK Jr. Blvd.	C	28.4	5340	E	72.8	5550	F	80.3	7225	F	197.6	7785
86	Lombard St. at Penn St.	B	13.7	775	E	69.2	1295	B	13.5	1265	E	74.7	1725
87	Lombard St. at Greene St.	C	28.4	2010	C	34.9	2720	C	33.5	2775	F	89.8	3355
88	Lombard St. at Paca St.	B	19.8	2425	C	23	2910	C	23.4	2980	E	58.7	3610
89	Lombard St. at Eutaw St.	B	12.1	1405	C	27.6	1715	C	22.9	2180	B	15.0	2305
90	Lombard St. at Howard St.	C	22.0	2160	C	31.0	2585	C	26.4	3025	D	47.1	3235
91	Lombard St. at Hopkins Pl.	F	95.6	2125	F	116.2	2815	F	190.5	3040	F	185.2	3315
92	Lombard St. at Hanover St.	B	15.7	1600	E	67.5	1725	E	77.1	2235	E	75.8	2100
93	Lombard St. at Charles St.	B	19.7	2450	B	15.1	2165	B	18.7	2940	B	17.3	2690
94	Lombard St. at Light St.	C	29.2	3585	F	156.1	3760	D	53.0	4380	F	154.5	4340
95	Lombard St. at Calvert St.	C	33.9	3740	C	27.3	3770	D	35.5	4325	F	116.0	4845
96	Lombard St. at South St.	C	25.5	2400	C	29.5	2440	C	31.2	3010	E	68.2	2985
97	Lombard St. at Commerce St.	A	8.2	2070	A	8.7	1695	C	20.3	2625	B	12.7	2190
98	Lombard St. at Gay St.	C	32.9	2705	C	29.2	2405	C	31.4	3090	B	14.5	2895
99	Lombard St. at Market Pl.	B	14	1990	B	19.6	1860	B	14.8	2475	D	40.7	2375
100	Lombard St. at President St.	D	37.6	4500	C	30.7	4640	E	58.4	5495	E	64.7	5640
101	Pratt St. at President St.	C	26.7	4280	C	32.2	5245	D	46.7	5750	C	31.9	6390
102	Fawn St. at President St.	A	1.1	3030	A	0.7	3605	A	1.0	3475	A	0.7	4370
103	Eastern St. at President St.	C	35.0	3200	D	52.0	3810	D	40.8	3725	E	79.6	4750
104	Fleet St. at President St.	B	14.0	2075	C	27.2	2710	B	14.2	2320	D	41.6	3295
105	Fleet St. at Exeter St.	A	8.5	1710	A	7.5	1860	B	10.4	2005	A	9.8	2355
106	Fleet St. at Central Ave.	C	26.8	1950	B	13.7	1995	C	22.7	2430	B	14.2	2525
107	Fleet St. at Caroline St.	B	14	1150	B	13.3	1210	E	64.3	1690	E	61.4	1895
108	Fleet St. at Broadway	TBD						D	39.6	1635	D	41.6	1860
109	Fleet St. at Wolfe St.	A	4.7	1260	B	14.9	1460	A	3.9	1350	B	14.2	1760
110	Fleet St. at Washington St.	B	16.9	1325	C	24.5	1570	B	19.8	1580	A	9.9	1985
111	Fleet St. at Chester St.	C	31.9	1515	C	20.3	1600	C	32.3	1915	D	35.2	2280

No.	Signalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
112	Fleet St. at Patterson Park Ave.	B	17.0	670	C	24.1	775	B	17.4	1000	C	32.7	1170
113	Aliceanna St. at Boston St.	B	10.1	2317	E	74.5	2311	C	24.2	3125	F	122.8	2970
114	Montford Ave. at Boston St.	B	14.3	2475	B	10.6	2395	E	71.2	3480	A	2.4	3000
115	Lakewood Ave. at Boston St.	B	11.0	2425	B	16.2	2310	C	30.7	3695	C	22.8	3000
116	Boston St. at Linwood Ave.	A	9.1	2385	A	5.8	2410	D	48.7	4095	B	11.1	3270
117	Boston St. at Ellwood Ave.	A	0.4	2250	A	2.9	2320	A	6	3965	A	4.0	3235
118	Boston St. at Clinton St.	D	35.4	2525	C	25.1	2495	F	234	4745	C	26.9	3565
119	Boston St. at Conkling St.	B	14	2065	B	12.4	2000	E	62.7	4620	C	30.8	3140
120	Boston St. at Eaton St.	Does Not Exist						B	18.0	3675	B	16.3	2970
121	Old Boston St. at Boston St.	Does Not Exist						D	40.4	3440	C	29.0	2740
122	Hudson Ave. at Conkling St.	B	11.9	755	B	14.5	790	B	12.0	1470	B	11.6	1205
123	O'Donnell St. at Conkling St.	D	40.7	2085	D	44.8	2145	F	301.4	3325	F	144.0	2835
124	O'Donnell St. at Eaton St.	Does Not Exist						A	9.3	2880	B	14.2	2740
125	Boh'Donnell St. at Boston St.	Does Not Exist						E	66.9	4290	D	37.6	3740
126	O'Donnell St. at Ponca St.	B	18.5	2625	B	13.5	2595	C	25.7	4940	C	32.3	4490
127	O'Donnell St. at I-895 SB Onramp	B	13.4	1800	B	17.7	1930	C	24.4	3655	C	32.8	3915
128	O'Donnell St. at Ramps TO/FR I-95/895	C	25.0	1980	C	28.0	1945	E	73.4	3790	C	28.1	3385
129	Lombard St. at I-895 Ramps	C	28.2	2090	C	32.5	2200	E	60.3	3450	F	209.7	5095
130	Eastern Ave. at Bayview Blvd.	B	10.8	2065	B	14.8	2295	C	21.4	3010	C	22.4	3085
131	Interstate Ave. at Driveway/I-95 SB On Ramp	A	8.5	1470	A	5.9	1380	A	5.4	1550	A	5.1	1125
132	Interstate Ave. at I-95 NB Offramp	B	15.1	1050	C	23.4	1430	B	14.8	1270	C	22.2	1340

TABLE A-4: COMPARISON BETWEEN EXISTING AND 2035 NO-BUILD CONDITIONS FOR UNSIGNALIZED INTERSECTIONS WITHIN RED LINE ALIGNMENT

No.	Unsignalized Intersections	Existing						No-Build					
		AM			PM			AM			PM		
		LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
1	Security Blvd. at Greengage Rd.	E	48.5	1,180	D	31.7	1,245	D	33.9	1,355	E	35.6	1,285
2	Security Rd. at Woodlawn Dr.	B	10.8	1,890	D	25.6	1,990	B	10.9	2,155	E	48.2	2,300
3	Parallel Dr. at SSA Access	B	14.6	925	F	51.9	1,245	C	20.3	1,185	F	185.7	1,685
4	US 40 (Edmondson Ave.) at Loudon Ave.	B	11.2	3,500	A	0.2	3,675	A	0.0	4,295	A	0.1	4,575
5	US 40 (Edmondson Ave.) at Denison St.	F	261.6	3,430	F	71.6	3,560	F	465.0	4,175	F	N/A	4,535
6	US 40 (Franklin St.) at Evergreen St.	B	11.0	3,565	C	19.8	3,120	B	11.5	4,300	B	14.3	4,070
7	US 40 (Franklin St.) at Smallwood St.	B	10.2	950	B	11.0	1,985	B	10.6	1,505	B	11.0	2,475
8	US 40 (Mulberry St.) at Smallwood St.	F	N/A	2,645	F	140.5	1,455	F	N/A	2,900	F	996.4	1,995
9	Leakin St. at Boston St.	D	27.6	2,340	F	N/A	2,305	F	629.8	3,190	F	N/A	2,995
10	Anchorage Ent. at Boston St.	C	15.2	2,395	B	14.0	2,385	C	24.7	3,350	C	24.7	2,965
11	Safeway Ent. at Boston St.	B	11.0	2,395	C	23.1	2,435	B	14.8	3,345	D	28.3	2,890
12	Boston St. at Kenwood Ave.	D	26.2	2,290	C	20.0	2,320	F	N/A	3,820	F	195.0	3,145
13	Boston St. at Potomac St.	B	14.3	2230	B	11.2	2280	D	26.7	3,930	B	13.6	3,160
14	Boston St. at East St.	A	9.6	2,320	B	11.3	2,270	F	220.7	4,235	D	30.9	3,240
15	Boston St. at Highland Ave.	B	10.6	1980	A	9.8	1905	C	16.8	4,115	B	11.7	2,730
16	Boston St. at Baylis St.	C	20.5	2015	B	13.7	1910	F	N/A	4,340	B	14.6	2,825
17	Toone St. at Conkling St.	C	16.1	955	C	17.1	965	F	89.1	1,755	C	16.1	840
18	Dillon St. at Haven St.	A	9.8	330	B	10.2	440	B	10.8	600	B	14.8	965
19	Bayview Blvd. at Alpha Commons Dr.	B	13.1	1045	B	11.5	875	F	449.7	2,690	F	317.8	2,655

Note: N/A: Results not available in Synchro/HCM output due to heavy congestion.

TABLE A-5: COMPARISON BETWEEN EXISTING, NO BUILD, AND BUILD YEAR FOR SIGNALIZED INTERSECTIONS
WITHIN RED LINE ALIGNMENT (LOS E & F & SIGNIFICANT PEAK HOUR LEVEL OF SERVICE CHANGES)

No.	Sigalized Intersections	Existing						2035 No Build						2035 Build					
		AM			PM			AM			PM			AM			PM		
		LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
1	Security Blvd. at Rolling Rd.	D	42.5	4,670	D	53.3	4,840	D	42.9	5,095	D	45.1	5,450	D	42.5	5,095	E	63.4	5,490
2	Security Blvd. at Belmont Ave.	B	19.2	3,945	D	54.9	4,900	C	25.4	4,840	E	73.0	6,665	D	37.7	5,235	E	72.1	6,775
3	Security Blvd. at Woodlawn Dr.	D	42.3	4,000	E	64.9	4,370	D	35.4	4,470	F	81.7	5,915	D	42.7	5,175	D	47.7	5,300
4	Parallel Dr. at Woodlawn Dr.	C	29.7	1,885	D	37.6	2,115	D	38.7	2,195	D	52.8	2,785	D	52.7	2,695	E	74.8	2,720
5	Ingleside Ave. at Security Blvd.	E	58.8	3,910	E	66.5	3,905	E	55.4	4,195	E	57.0	4,300	D	52.3	4,155	D	50.2	4,460
6	US 40 at Ingleside Ave.	D	38.2	4,020	E	59.7	4,750	D	39.2	5,045	F	108.7	6,250	D	41.6	4,860	F	92.2	5,990
7	Johnnycake Rd. at Ingleside Ave.	C	23.6	1,705	C	33.0	2,225	E	58.2	2,590	F	133.1	3,215	D	50.4	2,495	F	130.3	3,340
8	Edmondson Ave. at Franklinton Rd.	C	26.0	1,140	C	31.3	1,370	B	16.1	1,515	C	20.9	1,615	D	44.0	1,495	E	77.0	1,720
9	US 40 at Franklinton Rd.	C	27.3	3,885	B	16.7	3,490	B	17.8	4,745	B	15.5	4,570	E	66.0	3,990	E	71.0	3,790
10	US 40 at Warwick Rd.	B	18.5	3,980	B	17.6	3,745	C	20.1	4,790	C	33.1	4,810	E	59.9	4,120	C	34.0	4,070
11	W. Franklin St. at N. Payson St.	Does Not Exist						C	30.2	1,575	F	95.7	2,500	D	37.1	1,420	E	62.0	2,010
12	W. Mulberry St. at N. Pulaski St.	E	69.5	3,065	C	23.9	1,845	B	19.6	3,260	C	31.4	2,420	C	23.2	2,815	C	31.0	2,295
13	Edmondson Ave. at Payson St.	B	19.2	425	C	22.0	675	C	22.2	825	C	30.8	1,065	A	6.2	815	A	7.1	1,055
14	Franklin St. at Monroe St.	B	11.1	1,300	D	36.6	1,440	B	10.4	1,710	D	44.0	1,680	A	6.5	1,780	B	11.4	1,770
15	Franklin St. at Fulton Ave.	A	8.9	1,125	C	35.0	1,815	B	10.6	1,380	D	35.2	2,235	A	2.4	1,460	A	7.8	2,410
16	Franklin St. WB at MLK Jr. Blvd.	D	37.6	5,360	D	37.6	5,845	F	89.9	6,890	F	95.4	7,745	E	62.4	7,030	F	87.7	7,665
17	Mulberry St. EB at MLK Jr. Blvd.	F	97.4	6,195	C	20.8	5,315	F	173.5	8,030	F	101.9	7,395	F	178.4	8,350	F	107.8	7,415
18	Saratoga St. at MLK Jr. Blvd.	E	63.4	5,255	D	40.7	4,815	F	285.8	7,100	F	269.0	6,950	F	308.3	7,385	F	309.9	7,040
19	Fayette St. at MLK Jr. Blvd.	B	13.2	4,855	B	14.6	4,950	F	85.6	6,645	E	56.8	7,205	E	76.5	6,905	E	60.1	7,160
20	Baltimore St. at MLK Jr. Blvd.	C	31.3	5,230	E	60.5	5,075	F	115.9	7,160	F	228.2	7,405	F	83.3	7,375	F	242.1	7,430
21	Lombard St. at MLK Jr. Blvd.	C	28.4	5,340	E	72.8	5,550	F	80.3	7,225	F	197.6	7,785	D	54.1	7,525	F	202.5	7,815
22	Lombard St. at Penn St.	B	13.7	775	E	69.2	1,295	B	13.5	1,265	E	74.7	1,725	B	13.7	1,295	F	87.0	1,780
23	Lombard St. at Greene St.	C	28.4	2,010	C	34.9	2,720	C	33.5	2,775	F	89.8	3,355	D	40.4	2,745	F	133.2	3,325
24	Lombard St. at Howard St.	C	22.0	2,160	C	31.0	2,585	C	26.4	3,025	E	58.7	3,235	B	15.4	2,950	D	38.9	3,170
25	Lombard St. at Hopkins Pl	F	95.6	2,125	F	116.2	2,815	F	190.5	3,040	F	185.2	3,315	C	28.8	3,135	F	173.3	3,410
26	Lombard St. at Hanover St.	B	15.7	1,600	E	67.5	1,725	E	77.1	2,235	E	75.8	2,100	B	19.2	2,265	E	58.6	2,040
27	Lombard St. at Light St.	C	29.2	3,585	F	156.1	3,760	D	53.0	4,380	F	154.5	4,340	E	58.1	4,410	F	148.3	4,265
28	Lombard St. at Calvert St.	C	33.9	3,740	C	27.3	3,770	D	35.5	4,325	F	116.0	4,845	C	22.1	4,335	F	99.9	4,605
29	Lombard St. at South St.	C	25.5	2,400	C	29.5	2,440	C	31.2	3,010	E	68.2	2,985	C	20.8	3,070	D	44.3	2,870
30	Lombard St. at President St.	D	37.6	4,500	C	30.7	4,640	E	58.4	5,495	E	64.7	5,640	E	60.6	5,605	E	63.3	5,740
31	Eastern St. at President St.	C	35.0	3,200	D	52.0	3,810	D	40.8	3,725	E	79.6	4,750	C	33.3	3,855	E	70.5	4,880

No.	Sigalized Intersections	Existing						2035 No Build						2035 Build					
		AM			PM			AM			PM			AM			PM		
		LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
32	Fleet St. at Caroline St.	B	14.0	1,150	B	13.3	1,210	E	64.3	1,690	E	61.4	1,895	B	14.8	1,625	C	21.0	1,940
33	Aliceanna St. at Boston St.	B	10.1	2,317	E	74.5	2,311	C	24.2	3,125	F	122.8	2,970	B	17.7	1,845	B	18.6	2,195
34	Montford Ave. at Boston St.	B	14.3	2,475	B	10.6	2,395	E	71.2	3,480	A	2.4	3,000	D	50.5	2,095	A	7.6	2,190
35	Boston St. at Clinton St.	D	35.4	2,525	C	25.1	2,495	F	234.0	4,745	C	26.9	3,565	E	67.5	3,230	D	49.5	2,660
36	Boston St. at Conkling St.	B	14.0	2,065	B	12.4	2,000	E	62.7	4,620	C	30.8	3,140	E	56.5	3,360	D	35.4	2,400
37	Old Boston St. at Boston St.	Does Not Exist						D	40.4	3,440	C	29.0	2,740	E	61.5	2,935	E	74.2	2,375
38	O'Donnell St. at Conkling St.	D	40.7	2,085	D	44.8	2,145	F	301.4	3,325	F	144.0	2,835	F	217.9	3,285	F	107.9	2,605
39	Bohdonnell at Boston St.	Does Not Exist						E	66.9	4,290	D	37.6	3,740	D	48.3	3,845	D	42.8	3,430
40	O'Donnell St. at I-895 SB Onramp	B	13.4	1,800	B	17.7	1,930	C	24.4	3,655	C	32.8	3,915	B	16.1	3,185	A	9.9	3,375
41	O'Donnell St. at Ramps TO/FR I-95/895	C	25.0	1,980	C	28.0	1,945	E	73.4	3,790	C	28.1	3,385	D	51.0	3,855	C	20.0	3,340
42	Lombard St. at I-895 Ramps	C	28.2	2,090	C	32.5	2,200	E	60.3	3,450	F	209.7	5,095	F	95.0	3,855	F	92.0	5,170

TABLE A-6: COMPARISON BETWEEN EXISTING, NO BUILD, AND BUILD YEAR FOR UNSIGNALIZED INTERSECTIONS
WITHIN RED LINE ALIGNMENT (LOS E & F)

No.	Unsigalized Intersections	Existing						2035 No Build						2035 Build					
		AM			PM			AM			PM			AM			PM		
		LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
1	Security Blvd. at Greengage Rd.	E	48.5	1,180	D	31.7	1,245	D	33.9	1,355	E	35.6	1,285	Signalized					
2	Security Rd. at Woodlawn Dr.	B	10.8	1,890	D	25.6	1,990	B	10.9	2,155	E	48.2	2,300	B	12.2	2435	E	39.3	2,030
3	Parallel Dr. at SSA Access	B	14.6	925	F	51.9	1,245	C	20.3	1,185	F	185.7	1,685	F	50.8	1965	F	N/A	2,225
4	US 40 (Edmondson Ave.) at Denison St.	F	261.6	3,430	F	71.6	3,560	F	465.0	4,175	F	N/A	4,535	Signalized					
5	US 40 (Mulberry St.) at Smallwood St.	F	N/A	2,645	F	140.5	1,455	F	N/A	2,900	F	996.4	1,995	Signalized					
6	Leakin St. at Boston St.	D	27.6	2,340	F	N/A	2,305	F	629.8	3,190	F	N/A	2,995	F	114.0	1910	F	N/A	2,180
7	Boston St. at Kenwood Ave.	D	26.2	2,290	C	20.0	2,320	F	N/A	3,820	F	195.0	3,145	Signalized					
8	Boston St. at East Ave.	A	9.6	2,320	B	11.3	2,270	F	220.7	4,235	D	30.9	3,240	Signalized					
9	Boston St. at Baylis St.	C	20.5	2,015	B	13.7	1,910	F	N/A	4,340	B	14.6	2,825	B	11.7	2905	B	10.1	1,930
10	Toone St. at Conkling St.	C	16.1	955	C	17.1	965	F	89.1	1,755	C	16.1	840	F	83.8	1675	C	15.1	810
11	Bayview Blvd. at Alpha Commons Dr.	B	13.1	1,045	B	11.5	875	F	449.7	2,690	F	317.8	2,655	Active Gate Crossing					

Note: N/A: Results not available in Synchro/HCM output due to heavy congestion.

TABLE A-7: COMPARISON BETWEEN EXISTING, NO BUILD, AND BUILD YEAR FOR SIGNALIZED INTERSECTIONS
WITHIN RED LINE ALIGNMENT

Section No.	No.	Sigalized Intersections	Existing						No Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
Section 1	1	Security Blvd. at Greengage Rd.	Unsignalized						Unsignalized						B	18.7	1,295	C	22.0	1,400
	2	Security Blvd. at Rolling Rd.	D	42.5	4,670	D	53.3	4,840	D	42.9	5,095	D	45.1	5,450	D	42.5	5,095	E	63.4	5,490
	3	Fairbrook Rd. at Rolling Rd.	D	54.4	3,150	C	28.1	3,475	D	39.9	3,310	B	17.4	3,685	C	31.3	3,180	C	21.7	3,430
	4	Rolling Bend at Rolling Rd.	B	10.5	2,270	B	13.7	3,135	A	8.9	2,350	C	27.1	3,575	B	12.3	2,240	C	25.8	3,305
	5	Security Blvd. at Lord Baltimore Dr.	C	20.2	3,500	C	25.3	3,830	C	34.0	4,505	D	45.0	4,995	C	33.6	4,700	C	30.1	5,015
	6	Security Blvd. at Belmont Ave.	B	19.2	3945	D	54.9	4900	C	25.4	4,840	E	73.0	6,665	D	37.7	5235	E	72.1	6775
	7	Security Blvd. at I-695 Off Ramp	B	13.1	4455	A	6.4	4830	B	11.5	4,985	A	7.0	6,630	B	13.9	5460	B	10.6	6740
	8	Security Blvd. at I-695 On Ramp	A	1.5	4335	A	3.2	4730	A	0.8	4,735	A	1.2	6,490	A	0.9	5095	A	0.9	6155
	9	Security Blvd. at Whitehead Rd.	B	16.6	3280	C	30.2	3780	C	20.5	3,725	D	38.0	5,105	C	22.0	4135	C	32.5	4790
	10	Security Blvd. at Woodlawn Dr.	D	42.3	4000	E	64.9	4370	D	35.4	4,470	F	81.7	5,915	D	42.7	5175	D	47.7	5300
	11	Parallel Dr. at Woodlawn Dr.	C	29.7	1885	D	37.6	2115	D	38.7	2,195	D	52.8	2785	D	52.7	2,695	E	74.8	2,720
	12	I-70 at SSA Connector	Does Not Exist						Does Not Exist						B	14.4	3,170	C	20.9	4,165
	13	I-70 at I-70 Park and Ride	Does Not Exist						Does Not Exist						A	0.9	1,635	A	1.3	2,335
	14	Security Blvd. at Gwynn Oak Rd.	B	16.8	2310	B	18.0	2305	B	19.5	2,380	B	18.4	3770	C	20.7	2,735	B	16.3	3,175
	15	Security Blvd. at Perimeter Dr.	A	9.1	2,165	B	16.2	2,135	A	7.7	2,240	C	27.9	3,670	A	7.6	2,345	C	26.3	3,100
	16	Ingleside Ave. at Security Blvd.	E	58.8	3910	E	66.5	3905	E	55.4	4,195	E	57	4300	D	52.3	4155	D	50.2	4460
	17	Parallel Dr. at Ingleside Ave.	B	10.8	2045	A	9.6	2110	B	11.6	2,370	C	22.9	2470	B	10.8	1,800	B	13.9	1,875
	18	Forest Park Ave. at Security Blvd.	B	16.5	2205	B	19.5	2495	C	20.3	2,205	B	18.3	2405	D	36.2	3580	C	32.0	3900
Section 2	19	Briarclift Rd. at Cooks Lane	B	13.3	1825	B	12.7	2005	B	16.4	2,125	B	12.0	2,110	B	14.1	1905	B	10.4	1775
	20	US 40 at I-695 OL Ramps	B	17.8	4835	A	9.8	5375	C	34.5	6,565	A	7.1	7,050	D	38.8	6465	A	7.3	6720
	21	US 40 at I-695 IL Ramps	A	4.0	4160	A	3.5	4905	A	5.2	5,590	A	4.4	6,530	A	5.3	5420	A	4.1	6165
	22	Kent Ave. at US 40	A	3.5	3240	A	7.8	4160	A	3.4	4,090	A	9.3	5,360	A	3.4	3890	A	8.6	5045
	23	US 40 at Ingleside Ave.	D	38.2	4020	E	59.7	4750	D	39.2	5,045	F	108.7	6,250	D	41.6	4860	F	92.2	5990
	24	Johnnycake Rd. at Ingleside Ave.	C	23.6	1705	C	33.0	2225	E	58.2	2,590	F	133.1	3,215	D	50.4	2495	F	130.3	3340
	25	US 40 at Johnnycake Rd.	C	29.2	2990	C	25.5	3160	C	32.8	3,770	C	27.9	4,220	C	30.9	3320	C	29.2	3765
	26	US 40 at St. Agnes Lane	B	16.5	2525	B	19.0	2720	B	15.0	3,055	B	18.4	3,595	B	16.5	2710	B	18.6	3120
	27	US 40 at Coleridge Rd.	A	6.8	2165	B	12.5	2375	A	5.7	2,535	B	12.4	3,340	A	6.4	2145	B	13.1	2820
	28	US 40 at Edmondson Ave.	B	11.9	2410	B	10.6	2490	B	11.0	3,000	B	12.4	3,650	B	18.0	2615	B	14.7	3130
	29	US 40 at Cooks Lane	B	13.7	3880	B	13.4	4175	B	15.5	4,720	B	16.6	5,535	B	17.8	4105	B	17.7	4770
	30	US 40 at Nottingham Rd.	A	6.3	3840	A	1.8	4130	A	6.6	4,720	A	7.8	5485	A	3.3	4055	A	5.0	4675
	31	US 40 at Winans Way	C	32.7	4070	B	18.9	4285	B	11	5,010	A	8.5	5525	D	44.2	4320	C	34.2	4715

Section No.	No.	Sigalized Intersections	Existing						No Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
	32	US 40 at Glen Allen Drive	A	9.8	3685	A	9.5	3955	A	7.2	4,565	B	12.1	5250	Unsignalized					
Section 3	33	US 40 at Swann Ave.	B	12.8	3690	B	13.4	3955	D	40.9	4,750	D	44.1	5,185	B	19.9	4100	D	54.7	4465
	34	US 40 at Westside Village Shop Ctr	A	3.5	3550	A	2.4	3850	A	5.0	4,260	A	2.0	4,455	Unsignalized					
	35	US 40 at Edmondson Village Station	Does Not Exist						Does Not Exist						A	4.7	3550	A	4.4	3650
	36	US 40 at Woodridge Rd.	C	20.3	4020	C	23.4	4165	C	29.6	4790	C	27.7	5010	D	51.5	4160	C	21.9	4250
	37	US 40 at Wildwood Pkwy	A	9.4	3635	B	10.9	3835	B	11.7	4,470	B	13.0	4,800	D	44.3	3945	D	46.8	4190
	38	US 40 at Loudon Ave..	Unsignalized						Unsignalized						A	1.6	3715	A	0.8	3945
	39	US 40 at Mt. Holly St.	A	6.4	3625	A	4.8	3710	A	5.2	4425	A	4	4645	A	3.0	3730	A	6.9	4000
	40	US 40 at Allendale St.	A	7.0	3675	B	10.7	3840	A	9.0	4,510	C	27.9	4,835	C	31.9	3820	D	36.3	4170
	41	US 40 at Edgewood St.	A	2.7	3435	A	2.9	3610	A	2.5	4,200	A	3.9	4,480	A	2.5	3435	A	2.4	3740
	42	US 40 at Denison St.	Unsignalized						Unsignalized						A	4.1	3435	B	10.4	3795
	43	US 40 at Hilton Dr.	A	9.9	3875	B	12.6	3975	A	7.7	4725	B	12.1	5075	D	40.6	3995	B	14.7	4390
	44	Edmondson Ave. at Franklin St.	B	15.0	3640	B	17.7	3630	B	14.1	4,390	B	15.4	4,645	B	20.0	3670	C	31.0	3985
	45	Edmondson Ave. at Poplar Grove St.	B	19.4	1045	B	11.4	1220	C	27.8	1,345	B	15.3	1,450	C	27.0	1275	C	22.0	1450
	46	Edmondson Ave. at Franklinton Rd.	C	26.0	1140	C	31.3	1370	B	16.1	1,515	C	20.9	1,615	D	44.0	1495	E	77.0	1720
	47	Edmondson Ave. at Braddish Ave.	B	11.1	795	A	7.1	1025	B	11.7	1,065	A	7.0	1,200	B	15.1	1050	A	9.9	1170
	48	Edmondson Ave. at Whitmore Ave.	A	8.1	735	A	5.6	945	A	7.1	955	A	7.8	1,100	A	6.3	1005	A	5.1	1125
	49	Edmondson Ave. at Warwick Ave.	B	14.5	1025	C	24.0	1345	B	14.1	1,195	B	10.4	1,460	C	34.7	1350	B	15.6	1460
	50	Edmondson Ave. at Bentalou St.	B	17.0	785	C	25.7	1155	B	13.7	1,005	B	15.9	1,235	C	26.9	970	D	37.4	1175
	51	US 40 at Franklinton Rd.	C	27.3	3885	B	16.7	3490	B	17.8	4,745	B	15.5	4,570	E	66.0	3990	E	71.0	3790
	52	US 40 at Evergreen St.	Unsignalized						Unsignalized						A	5.2	3455	B	13.2	3370
	53	US 40 at Warwick Rd.	B	18.5	3980	B	17.6	3745	C	20.1	4790	C	33.1	4810	E	59.9	4120	C	34.0	4070
	54	US 40 at Smallwood St.	Unsignalized						Unsignalized						A	4.6	1,245	A	6.0	1920
	55	W. Franklin St. at N. Pulaski St.	B	13.8	1260	B	16.0	2300	C	30.6	2050	C	22.6	2900	C	29.4	1900	C	24.7	2435
	56	W. Franklin St. at N. Payson St.	Does Not Exist						C	30.20	1,575	F	95.70	2,500	D	37.1	1420	E	62.0	2010
	57	W. Mulberry St. at Smallwood St.	Unsignalized						Unsignalized						A	8.5	2435	B	16.0	1860
	58	W. Mulberry St. at N. Pulaski St.	E	69.5	3065	C	23.9	1845	B	19.6	3260	C	31.4	2420	C	23.2	2815	C	31.0	2295
	59	W. Mulberry St. at N. Payson St.	Does Not Exist						B	12	2745	A	9	2020	A	6.8	2365	A	9.9	1920
	60	Baltimore St. at Warwick Ave.	B	16.7	845	C	22.3	1310	B	19.5	1390	B	19.2	1475	C	21.0	1350	C	22.4	1670
	61	Baltimore St. at Pulaski St.	B	19.6	700	C	30.2	980	C	20.4	1010	B	19	1030	C	20.2	1000	B	20.0	1050

Section No.	No.	Sigalized Intersections	Existing						No Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
	62	Frederick Ave. at Pulaski St.	C	25.6	490	B	15.5	895	B	15.6	870	B	15.8	945	B	16.2	825	B	17.5	955
	63	Pratt St. at Pulaski St.	C	20.8	650	B	18.7	820	B	16.9	1040	B	17.5	885	B	17.1	1080	B	18.0	875
	64	Edmondson Ave. at Payson St.	B	19.2	425	C	22	675	C	22.2	825	C	30.8	1065	A	6.2	815	A	7.1	1,055
	65	Edmondson Ave. at Monroe St.	C	27.6	1400	C	23.9	1440	D	37.5	2080	C	26.6	1910	C	31.2	2,090	C	23.4	1,890
	66	Edmondson Ave. at Fulton Ave.	B	13.0	1335	B	14.0	1805	B	15.1	1905	D	48.3	2465	B	13.8	1,925	D	49.6	2,530
	67	Edmondson Ave. at Gilmor St.	C	22.5	390	C	20.5	445	D	43.1	1030	C	25.7	990	C	22.2	1,085	B	19.6	1,055
	68	Edmondson Ave. at Calhoun St.	B	13.6	295	B	11.2	345	B	15.7	675	B	12.6	685	B	11.1	705	B	14.2	725
Section 3	69	Edmondson Ave. at Carey St.	B	15.9	265	C	20.8	455	C	25.0	550	C	23.3	850	B	19.1	630	B	16.2	920
	70	Edmondson Ave. at Arlington St.	C	20.1	220	B	18.1	335	B	16.6	475	B	18.7	655	B	13.2	560	B	16.2	730
	71	Franklin St. at Monroe St.	B	11.1	1300	D	36.6	1440	B	10.4	1710	D	44.0	1680	A	6.5	1,780	B	11.4	1,770
	72	Franklin St. at Fulton Ave.	A	8.9	1125	C	35.0	1815	B	10.6	1380	D	35.2	2235	A	2.4	1,460	A	7.8	2,410
	73	Franklin St. at Gilmor St.	A	9.6	405	B	10.8	650	B	18.9	775	B	16.4	1050	B	17.7	870	B	10.4	1,230
	74	Franklin St. at Carey St.	B	11.9	450	B	14.0	785	B	15.3	655	B	15.3	1185	A	7.8	775	B	12.8	1,390
	75	Franklin St. at Carrollton Ave.	B	10.9	320	A	8.4	580	B	12.2	450	A	9.3	890	A	3.5	560	A	3.5	1,095
	76	Franklin St. at Arlington St.	B	15.6	390	B	14.6	600	B	16.9	570	B	13.7	1085	B	10.5	710	B	10.4	1,320
	77	Franklin St. at Schroeder St.	B	16.5	410	A	9.6	690	B	17.8	690	B	12.4	1230	B	17.5	820	B	11.0	1,510
	78	Mulberry St. at Monroe St.	A	7.7	1430	A	9.3	1220	A	9.4	1910	B	10.9	1520	B	11.5	2,040	B	14.9	1,625
	79	Mulberry St. at Fulton Ave.	B	13.4	1265	C	23.5	1660	B	14.0	1715	C	25.6	2105	B	17.6	1,900	B	14.1	2,240
	80	Mulberry St. at Gilmor St.	C	22.1	525	B	11.5	480	C	31.9	1075	B	15.6	880	C	21.7	1,290	B	13.2	1,020
	81	Mulberry St. at Carey St.	B	12.0	610	B	15.7	640	B	17.0	1105	C	20.6	1050	B	10.6	1,340	B	14.4	1,185
	82	Mulberry St. at Carrollton Ave.	A	8.2	435	A	3.6	410	A	8.4	800	A	5.5	665	A	4.7	1,040	B	10.7	795
	83	Mulberry St. at Arlington St.	A	5.8	500	B	10.9	470	A	6.0	890	B	15.5	785	B	11.0	1,170	A	7.4	960
	84	Mulberry St. at Schroeder St.	A	8.0	565	B	15.4	610	A	9.8	1075	B	17.8	1000	B	10.5	1,390	B	15.6	1,200
Section 4	85	Saratoga St. at Fremont Ave.	B	12.3	560	B	13.1	520	B	18.7	1155	C	33.1	1120	B	18.7	1,175	D	39.2	1,190
	86	Lexington St. at Fremont Ave.	B	11.4	200	B	11.3	250	B	11.6	560	B	12.9	620	A	9.6	545	B	12.4	590
	87	Fayette St. at Fremont Ave.	B	12.3	310	B	11.6	400	B	14.3	815	B	13.8	940	B	14.5	795	B	13.2	875
	88	Franklin St. WB at MLK Jr. Blvd.	D	37.6	5360	D	37.6	5845	F	89.9	6890	F	95.4	7745	E	62.4	7,030	F	87.7	7,665
	89	Mulberry St. EB at MLK Jr. Blvd.	F	97.4	6195	C	20.8	5315	F	173.5	8030	F	101.9	7395	F	178.4	8,350	F	107.8	7,415
	90	Saratoga St. at MLK Jr. Blvd.	E	63.4	5255	D	40.7	4815	F	285.8	7100	F	269.0	6950	F	308.3	7,385	F	309.9	7,040
	91	Lexington St. at MLK Jr. Blvd.	A	2.8	4565	A	5.0	4225	B	10.4	6025	D	38.1	5975	B	13.1	6,320	C	34.4	5,995
	92	Fayette St. at MLK Jr. Blvd.	B	13.2	4855	B	14.6	4950	F	85.6	6645	E	56.8	7205	E	76.5	6,905	E	60.1	7,160
	93	Baltimore St. at MLK Jr. Blvd.	C	31.3	5230	E	60.5	5075	F	115.9	7160	F	228.2	7405	F	83.3	7,375	F	242.1	7,430
	94	Lombard St. at MLK Jr. Blvd.	C	28.4	5340	E	72.8	5550	F	80.3	7225	F	197.6	7785	D	54.1	7,525	F	202.5	7,815
	95	Lombard St. at Penn St.	B	13.7	775	E	69.2	1295	B	13.5	1265	E	74.7	1725	B	13.7	1,295	F	87.0	1,780

Section No.	No.	Sigalized Intersections	Existing						No Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
	96	Lombard St. at Greene St.	C	28.4	2010	C	34.9	2720	C	33.5	2775	F	89.8	3355	D	40.4	2,745	F	133.2	3,325
	97	Lombard St. at Paca St.	B	19.8	2425	C	23.0	2910	C	23.4	2980	E	58.7	3610	B	20.0	2,985	D	38.9	3,385
	98	Lombard St. at Eutaw St.	B	12.1	1405	C	27.6	1715	C	22.9	2180	B	15.0	2305	B	12.2	2,155	B	13.8	2,255
	99	Lombard St. at Howard St.	C	22.0	2160	C	31.0	2585	C	26.4	3025	D	47.1	3235	B	15.4	2,950	D	38.9	3,170
	100	Lombard St. at Hopkins Pl	F	95.6	2125	F	116.2	2815	F	190.5	3040	F	185.2	3315	C	28.8	3,135	F	173.3	3,410
	101	Lombard St. at Hanover St.	B	15.7	1600	E	67.5	1725	E	77.1	2235	E	75.8	2100	B	19.2	2,265	E	58.6	2,040
	102	Lombard St. at Charles St.	B	19.7	2450	B	15.1	2165	B	18.7	2940	B	17.3	2690	C	21.0	2,965	C	27.1	2,670
	103	Lombard St. at Light St.	C	29.2	3585	F	156.1	3760	D	53.0	4380	F	154.5	4340	E	58.1	4,410	F	148.3	4,265
	104	Lombard St. at Calvert St.	C	33.9	3740	C	27.3	3770	D	35.5	4325	F	116.0	4845	C	22.1	4,335	F	99.9	4,605
Section 4	105	Lombard St. at South St.	C	25.5	2400	C	29.5	2440	C	31.2	3010	E	68.2	2985	C	20.8	3,070	D	44.3	2,870
	106	Lombard St. at Commerce St.	A	8.2	2070	A	8.7	1695	C	20.3	2625	B	12.7	2190	A	8.4	2,650	B	10.3	2,170
	107	Lombard St. at Gay St.	C	32.9	2705	C	29.2	2405	C	31.4	3090	B	14.5	2895	B	17.5	3,135	B	15.8	2,900
	108	Lombard St. at Market Pl.	B	14.0	1990	B	19.6	1860	B	14.8	2475	D	40.7	2375	C	20.1	2,500	C	26.0	2,350
	109	Lombard St. at President St.	D	37.6	4500	C	30.7	4640	E	58.4	5495	E	64.7	5640	E	60.6	5,605	E	63.3	5,740
	110	Pratt St. at President St.	C	26.7	4280	C	32.2	5245	D	46.7	5750	C	31.9	6390	D	44.2	5,830	C	26.8	6,445
	111	Fawn St. at President St.	A	1.1	3030	A	0.7	3605	A	1.0	3475	A	0.7	4370	B	10.9	3,605	B	13.0	4,485
	112	Eastern St. at President St.	C	35.0	3200	D	52.0	3810	D	40.8	3725	E	79.6	4750	C	33.3	3,855	E	70.5	4,880
	113	Fleet St. at President St.	B	14.0	2075	C	27.2	2710	B	14.2	2320	D	41.6	3295	B	17.2	2,540	C	33.5	3,560
	114	Fleet St. at Exeter St.	A	8.5	1710	A	7.5	1860	B	10.4	2005	A	9.8	2355	B	15.8	2,405	B	12.6	2,820
	115	Fleet St. at Central Ave.	C	26.8	1950	B	13.7	1995	C	22.7	2430	B	14.2	2525	C	31.4	2,970	B	18.6	2,940
	116	Fleet St. at Caroline St.	B	14.0	1150	B	13.3	1210	E	64.3	1690	E	61.4	1895	B	14.8	1,625	C	21.0	1,940
	117	Fleet St. at Broadway	TBD						D	39.6	1635	D	41.6	1860	C	28.4	1,760	D	43.7	2,115
	118	Fleet St. at Wolfe St.	A	4.7	1260	B	14.9	1460	A	3.9	1350	B	14.2	1760	A	6.5	1,560	C	27.4	2,070
	119	Fleet St. at Washington St.	B	16.9	1325	C	24.5	1570	B	19.8	1580	A	9.9	1985	A	6.9	1,520	B	13.6	2,450
	120	Fleet St. at Chester St.	C	31.9	1515	C	20.3	1600	C	32.3	1915	D	35.2	2280	C	33.6	1,685	D	37.8	2,195
	121	Fleet St. at Patterson Park Ave.	B	17.0	670	C	24.1	775	B	17.4	1000	C	32.7	1170	C	26.6	1,560	B	15.6	1,305
Section 5	122	Aliceanna St. at Boston St.	B	10.1	2317	E	74.5	2311	C	24.2	3125	F	122.8	2970	B	17.7	1845	B	18.6	2195
	123	Montford Ave. at Boston St.	B	14.3	2475	B	10.6	2395	E	71.2	3480	A	2.4	3000	D	50.5	2095	A	7.6	2190
	124	Safeway Ent. at Boston St.	Unsignalized						Unsignalized						A	5.1	1885	A	8.8	2030
	125	Lakewood Ave. at Boston St.	B	11.0	2425	B	16.2	2310	C	30.7	3695	C	22.8	3000	D	42.4	2085	B	19.5	2130
	126	Boston St. at Kenwood Ave.	Unsignalized						Unsignalized						D	46.1	2160	D	50.5	2210
	127	Boston St. at Linwood Ave.	A	9.1	2385	A	5.8	2410	D	48.7	4095	B	11.1	3270	D	54.0	2435	C	24.5	2280
	128	Boston St. at Potomac St.	Unsignalized						Unsignalized						D	35.9	2255	C	23.3	2135
	129	Boston St. at Ellwood Ave.	A	0.4	2250	A	2.9	2320	A	6.0	3965	A	4.0	3235	Unsignalized					
	130	Boston St. at East St.	Unsignalized						Unsignalized						C	29.2	2325	C	28.4	2365
	131	Boston St. at Clinton St.	D	35.4	2525	C	25.1	2495	F	234	4745	C	26.9	3565	E	67.5	3230	D	49.5	2660

Section No.	No.	Sigalized Intersections	Existing						No Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
	132	Boston St. at Conkling St.	B	14.0	2065	B	12.4	2000	E	62.7	4620	C	30.8	3140	E	56.5	3360	D	35.4	2400
	133	Boston St. at Eaton St.	Does Not Exist						B	18.0	3675	B	16.3	2970	C	25.9	2655	C	32.3	2170
	134	Old Boston St. at Boston St.	Does Not Exist						D	40.4	3440	C	29.0	2740	E	61.5	2935	E	74.2	2375
	135	Hudson Ave. at Conkling St.	B	11.9	755	B	14.5	790	B	12	1470	B	11.6	1205	A	9.6	1290	A	9.8	1330
	136	O'Donnell St. at Conkling St.	D	40.7	2085	D	44.8	2145	F	301.4	3325	F	144.0	2835	F	217.9	3285	F	107.9	2605
	137	O'Donnell St. at Eaton St.	Does Not Exist						A	9.3	2880	B	14.2	2740	A	10.0	2795	B	11.8	2525
	138	Bohdonnell at Boston St.	Does Not Exist						E	66.9	4290	D	37.6	3740	D	48.3	3845	D	42.8	3430
	139	O'Donnell St. at Ponca St.	B	18.5	2625	B	13.5	2595	C	25.7	4940	C	32.3	4490	B	17.4	4315	C	21.8	3970
	140	O'Donnell St. at I-895 SB Onramp	B	13.4	1800	B	17.7	1930	C	24.4	3655	C	32.8	3915	B	16.1	3185	A	9.9	3375
Section 5	141	O'Donnell St. at Ramps TO/FR I-95/895	C	25.0	1980	C	28.0	1945	E	73.4	3790	C	28.1	3385	D	51.0	3855	C	20.0	3340
	142	Lombard St. at I-895 Ramps	C	28.2	2090	C	32.5	2200	E	60.3	3450	F	209.7	5095	F	95.0	3855	F	92.0	5170
	143	Bayview Blvd. at Cassell Dr.	Does Not Exist						Does Not Exist						C	26.0	2350	D	50.0	2230
	144	Eastern Ave. at Bayview Blvd.	B	10.8	2065	B	14.8	2295	C	21.4	3010	C	22.4	3085	C	21.4	3085	C	20.1	2925
	145	Interstate Ave. at Driveway/I-95 SB On Ramp	A	8.5	1470	A	5.9	1380	A	5.4	1550	A	5.1	1125	A	6.9	1745	A	5.4	1385
	146	Interstate Ave. at I-95 NB Offramp	B	15.1	1050	C	23.4	1430	B	14.8	1270	C	22.2	1340	B	12.3	1340	C	20.0	1715

TABLE A-8: COMPARISON BETWEEN EXISTING, NO BUILD, AND BUILD YEAR FOR UNSIGNALIZED INTERSECTIONS
WITHIN RED LINE ALIGNMENT

Section No.	No.	Unsignalized Intersections	Existing						No-Build						Build					
			AM			PM			AM			PM			AM			PM		
			LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)	LOS	Del. (secs)	Vol. (vehs)
Section 1	1	Security Blvd. at Greengage Rd.	E	48.5	1,180	D	31.7	1,245	D	33.9	1,355	E	35.6	1,285	Signalized					
	2	Security Rd. at Woodlawn Dr.	B	10.8	1,890	D	25.6	1,990	B	10.9	2155	E	48.2	2300	B	12.2	2435	E	39.3	2030
	3	Parallel Dr. at SSA Access	B	14.6	925	F	51.9	1,245	C	20.3	1,185	F	185.7	1,685	F	50.8	1965	F	N/A	2225
	4	Parallel Dr. at SSA Connector	Does not Exist						Does not Exist						C	23.4	2035	C	24.1	2065
	5	Parallel Dr. at I-70 Park and Ride	Does not Exist						Does not Exist						B	11.8	980	B	10.5	565
Section 3	6	Edmondson Ave. at Glen Allen Dr.	Signalized						Signalized						B	10.5	3910	B	12.6	4440
	7	US 40 at Westside Village Shopping Ctr.	Signalized						Signalized						B	14.6	3600	C	24.0	3730
	8	US 40 (Edmondson Ave.) at Loudon Ave.	B	11.2	3500	A	0.2	3675	A	0.0	4295	A	0.1	4575	Signalized					
	9	US 40 (Edmondson Ave.) at Denison St.	F	261.6	3,430	F	71.6	3,560	F	465	4175	F	N/A	4535	Signalized					
	10	US 40 (Franklin St.) at Evergreen St.	B	11.0	3,565	C	19.8	3,120	B	11.5	4,300	B	14.3	4,070	Signalized					
	11	US 40 (Franklin St.) at Smallwood St.	B	10.2	950	B	11.0	1,985	B	10.6	1,505	B	11.0	2,475	Signalized					
	12	US 40 (Mulberry St.) at Smallwood St.	F	N/A	2645	F	140.5	1455	F	N/A	2,900	F	996.4	1,995	Signalized					
Section 5	13	Leakin St. at Boston St.	D	27.6	2340	F	N/A	2305	F	629.8	3,190	F	N/A	2,995	F	114.0	1910	F	N/A	2180
	14	Anchorage Ent. at Boston St.	C	15.2	2,395	B	14.0	2,385	C	24.7	3,350	C	24.7	2,965	C	16.1	1840	D	29.4	2065
	15	Safeway Ent. at Boston St.	B	11.0	2395	C	23.1	2435	B	14.8	3345	D	28.3	2890	Signalized					
	16	Boston St. at Kenwood Ave.	D	26.2	2290	C	20.0	2320	F	N/A	3,820	F	195.0	3,145	Signalized					
	17	Boston St. at Potomac St.	B	14.3	2230	B	11.2	2280	D	26.7	3,930	B	13.6	3,160	Signalized					
	18	Boston St. at Ellwood Ave.	Signalized						Signalized						A	0.0	2265	D	25.8	2185
	19	Boston St. at East St.	A	9.6	2320	B	11.3	2270	F	220.7	4235	D	30.9	3240	Signalized					
	20	Boston St. at Highland Ave.	B	10.6	1980	A	9.8	1905	C	16.8	4115	B	11.7	2730	B	14.3	2630	B	10.6	1865
	21	Boston St. at Baylis St.	C	20.5	2015	B	13.7	1910	F	N/A	4,340	B	14.6	2,825	B	11.7	2905	B	10.1	1930
	22	Toone St. at Conkling St.	C	16.1	955	C	17.1	965	F	89.1	1,755	C	16.1	840	F	83.8	1675	C	15.1	810
	23	Dillon St. at Haven St.	A	9.8	330	B	10.2	440	B	10.8	600	B	14.8	965	B	10.0	270	A	9.6	230
	24	Bayview Blvd. at Alpha Commons Dr.	B	13.1	1045	B	11.5	875	F	449.7	2,690	F	317.8	2,655	Active Gate Crossing					

Note: N/A: Results not available in Synchro/HCM output due to congestion

TABLE A-9: COMPARISON BETWEEN EXISTING, 2016 NO BUILD, AND 2016 CONSTRUCTION YEAR FOR SIGNALIZED INTERSECTIONS ALONG RED LINE ALIGNMENT

Section No.	No.	Sigalized Intersections	Existing						2016 No Build						3016 Construction					
			AM			PM			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
Section 1	1	Security Blvd. at Rolling Rd.	D	42.5	4670	D	53.3	4840	D	37.4	4285	D	38.5	4575	D	39.5	4345	D	52.2	4600
	2	Security Blvd. at Lord Baltimore Dr.	C	20.2	3500	C	25.3	3830	C	20.2	3420	C	29.4	3735	C	23.3	3435	C	29.7	3740
	3	Security Blvd. at Belmont Ave.	B	19.2	3945	D	54.9	4900	B	17.7	3855	D	35.2	4760	B	18.0	3860	D	35.9	4765
	4	Security Blvd. at Woodlawn Dr.	D	42.3	4000	E	64.9	4370	C	34.8	3670	D	54.2	4160	C	34.9	3795	D	49.2	4170
	5	Parallel Dr. at Woodlawn Dr.	C	29.7	1885	D	37.6	2115	C	27.4	1860	D	35.6	2170	C	32.2	1935	D	40.1	2285
	6	Ingleside Ave. at Security Blvd.	E	58.8	3910	E	66.5	3905	D	50.5	3935	E	60.5	3965	D	50.0	4025	E	58.7	3955
Section 3	7	US 40 at Cooks Lane	B	13.7	3880	B	13.4	4175	B	15.4	4200	B	13.1	4655	B	14.8	3878	B	13.1	4363
	8	US 40 at Nottingham Rd.	A	6.3	3840	A	1.8	4130	A	5.6	4195	A	3.0	4590	B	17.8	3953	A	9.3	4378
	9	US 40 at Swann Ave.	B	12.8	3690	B	13.4	3955	B	18.6	4030	F	101.0	4265	A	8.6	3925	C	25.9	4320
	10	US 40 at Woodridge Rd.	C	20.3	4020	C	23.4	4165	B	15.8	4125	C	31.5	4445	C	29.3	3990	C	33.7	4280
	11	US 40 at Wildwood Pkwy	A	9.4	3635	B	10.9	3835	A	8.8	3920	B	14.0	4075	B	13.1	3725	D	45.1	3990
	12	US 40 at Allendale St.	A	7.0	3675	B	10.7	3840	A	4.9	3920	B	11.0	4025	A	8.3	3585	B	10.2	3795
	13	US 40 at Hilton Dr.	A	9.9	3875	B	12.6	3975	A	9.4	4145	B	18.3	4150	C	26.7	3970	C	23.4	4025
	14	Edmondson Ave. at Franklin St.	B	15.0	3640	B	17.7	3630	B	10.8	3825	B	10.6	3800	D	50.7	3760	B	13.5	3740
	15	Edmondson Ave. at Poplar Grove St.	B	19.4	1045	B	11.4	1220	C	22.4	1150	B	13.9	1220	C	20.3	1175	B	16.0	1785
	16	US 40 at Franklinton Rd.	C	27.3	3885	B	16.7	3490	B	19.2	4130	C	23.9	3690	D	47.5	3800	C	22.0	2990
	17	US 40 at Warwick Rd.	B	18.5	3980	B	17.6	3745	A	7.6	4010	C	20.0	3880	A	10.0	3555	C	20.4	2980
	18	W. Franklin St. at N. Pulaski St.	B	13.8	1260	B	16.0	2300	B	10.8	1390	A	9.5	2250	B	11.8	1130	C	24.2	1565
	19	W. Franklin St. at N. Payson St.	Does Not Exist						C	21.5	1155	D	37.6	1915	A	4.6	940	A	4.9	1240
	20	W. Mulberry St. at N. Pulaski St.	E	69.5	3065	C	23.9	1845	B	12.4	2850	B	18.1	1650	C	27.6	2650	C	21.2	1740
	21	W. Mulberry St. at N. Payson St.	Does Not Exist						C	27.3	2535	A	6.7	1300	B	19.0	2475	A	8.2	1500
	22	Edmondson Ave. at Monroe St.	C	27.6	1400	C	23.9	1440	C	28.7	1465	C	24.4	1405	C	21.3	1665	D	37.6	2275
	23	Edmondson Ave. at Fulton Ave.	B	13.0	1335	B	14.0	1805	B	13.5	1405	B	15.5	1875	A	9.7	1630	D	39.5	2625
	24	Franklin St. at Monroe St.	B	11.1	1300	D	36.6	1440	B	10.1	1315	C	34.1	1395	B	10.1	2025	C	20.3	2200
	25	Franklin St. at Fulton Ave.	A	8.9	1125	C	35.0	1815	A	7.3	1135	D	36.9	1850	A	8.9	2060	B	12.5	2925
	26	Mulberry St. at Monroe St.	A	7.7	1430	A	9.3	1220	A	6.0	1330	A	6.7	1155	B	19.3	3560	B	17.9	2480
	27	Mulberry St. at Fulton Ave.	B	13.4	1265	C	23.5	1660	B	15.3	1505	C	21.2	1660	C	23.7	3345	C	21.6	2890

Section No.	No.	Sigalized Intersections	Existing						2016 No Build						3016 Construction					
			AM			PM			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
	28	Fayette St. at Fremont Ave.	B	12.3	310	B	11.6	400	B	12.1	380	B	12.0	515	B	12.9	443	B	11.6	568
	29	Franklin St. WB at MLK Jr. Blvd.	D	37.6	5360	D	37.6	5845	C	32.0	5795	D	40.2	6225	D	50.8	6175	D	50.8	6560
Section 4	30	Mulberry St. EB at MLK Jr. Blvd.	F	97.4	6195	C	20.8	5315	F	108.8	6825	E	60.2	5950	F	178.6	7570	F	88.3	6360
	31	Fayette St. at MLK Jr. Blvd.	B	13.2	4855	B	14.6	4950	B	16.3	5370	B	14.1	5325	C	21.0	5603	B	18.6	5588
	32	Baltimore St. at MLK Jr. Blvd.	C	31.3	5230	E	60.5	5075	D	47.2	5905	D	44.9	5665	D	35.4	6061	F	98.8	5816
	33	Lombard St. at MLK Jr. Blvd.	C	28.4	5340	E	72.8	5550	B	18.2	6265	F	100.9	6325	B	18.6	6311	F	98.1	6111
	34	Lombard St. at Greene St.	C	28.4	2010	C	34.9	2720	D	40.1	2395	D	49.5	2980	C	31.1	2310	F	104.0	2960
	35	Lombard St. at Howard St.	C	22.0	2160	C	31.0	2585	C	25.0	2450	F	84.9	3010	B	16.5	2168	F	137.4	2298
	36	Lombard St. at Hopkins Pl	F	95.6	2125	F	116.2	2815	F	196.1	2445	F	191.4	3095	F	83.2	2203	F	155.6	2803
	37	Lombard St. at Hanover St.	B	15.7	1600	E	67.5	1725	C	33.4	1675	F	274.1	1905	B	10.5	1533	D	49.6	1653
	38	Lombard St. at Charles St.	B	19.7	2450	B	15.1	2165	B	18.9	2490	B	16.5	2265	C	22.4	2453	B	15.3	2103
	39	Lombard St. at Light St.	C	29.2	3585	F	156.1	3760	C	31.6	3770	F	166.1	3905	F	194.4	3601	F	345.0	3701
	40	Lombard St. at Calvert St.	C	33.9	3740	C	27.3	3770	C	33.7	3850	D	48.8	4100	C	22.3	3723	F	133.2	3743
	41	Lombard St. at South St.	C	25.5	2400	C	29.5	2440	C	25.8	2510	C	31.0	2615	B	12.7	2231	C	23.6	2241
	42	Lombard St. at President St.	D	37.6	4500	C	30.7	4640	D	39.6	4970	C	33.9	5080	D	37.6	4894	C	32.1	5064
	43	Pratt St. at President St.	C	26.7	4280	C	32.2	5245	C	28.6	4855	C	30.9	5815	C	28.3	4828	C	29.7	5813
	44	Fleet St. at President St.	B	14.0	2075	C	27.2	2710	A	9.1	2120	B	19.6	2995	B	11.6	2142	C	32.5	2957
	45	Fleet St. at Central Ave.	C	26.8	1950	B	13.7	1995	C	21.5	2220	B	14.8	2300	B	15.9	2117	B	13.8	2157
	46	Fleet St. at Caroline St.	B	14.0	1150	B	13.3	1210	C	20.8	1530	B	13.5	1505	B	13.4	1366	B	14.7	1566
	47	Fleet St. at Broadway	TBD						D	54.6	1855	D	48.3	1870	D	45.6	1791	D	39.5	1941
	48	Eastern Ave. at Wolfe St.	B	16.9	1310	C	20.4	1445	B	17.5	1380	C	20.3	1470	C	23.2	1855	B	19.8	1895
	49	Eastern Ave. at Washington St.	B	17.2	1415	B	14.8	1455	C	20.5	1485	B	13.9	1495	D	51.3	1930	B	13.7	1980
	50	Eastern Ave. at Chester St.	B	19.7	1170	A	6.2	1250	B	16.2	1100	A	8.3	1250	B	17.1	1800	B	10.7	1865
	51	Eastern Ave. at Patterson Park Ave.	C	26.3	1495	C	27.8	1830	E	66.2	1850	C	33.6	2110	F	112.5	2605	E	71.1	2685
	52	Fleet St. at Wolfe St.	A	4.7	1260	B	14.9	1460	A	2.8	1415	A	7.8	1650	A	3.7	1650	A	7.2	1735
	53	Fleet St. at Washington St.	B	16.9	1325	C	24.5	1570	B	14.1	1540	A	9.4	1810	A	5.2	1770	B	10.2	2070
	54	Fleet St. at Chester St.	C	31.9	1515	C	20.3	1600	C	25.7	1735	B	18.8	1840	A	8.9	1795	B	16.4	2020
	55	Fleet St. at Patterson Park Ave.	B	17.0	670	C	24.1	775	B	16.8	1010	B	11.4	1080	D	46.2	2120	C	22.5	2230
	56	Aliceanna St. at Boston St.	B	10.1	2317	E	74.5	2311	B	16.3	2675	D	47.2	2520	C	29.8	75	D	36.2	100
	57	Lakewood Ave. at Boston St.	B	11.0	2425	B	16.2	2310	B	12.8	3045	C	25.5	2840	C	22.7	586	C	23.7	741

Section No.	No.	Sigalized Intersections	Existing						2016 No Build						3016 Construction					
			AM			PM			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
Section 5	58	Boston St. at Kenwood Ave.	Unsignalized						Unsignalized						B	16.3	956	D	44.7	1446
	59	Boston St. at Linwood Ave.	A	9.1	2385	A	5.8	2410	B	13.7	2935	A	4.8	3115	D	52.0	1616	C	31.9	1936
	60	Boston St. at East St.	Unsignalized						Unsignalized						B	11.4	1756	E	57.1	2101
	61	Boston St. at Clinton St.	D	35.4	2525	C	25.1	2495	E	60.6	3035	D	48.7	3255	D	35.9	2291	D	45.0	2541
	62	Boston St. at Conkling St.	B	14.0	2065	B	12.4	2000	B	13.6	2550	B	12.2	2485	D	35.4	2276	D	37.9	1891
	63	Boston St. at Eaton St.	Does Not Exist						B	15.6	2095	B	10.0	2020	A	8.1	1976	B	10.3	1686
	64	Eastern Ave. at Bayview Blvd.	B	10.8	2065	B	14.8	2295	B	15.2	2290	B	15.5	2395	B	15.0	2280	B	14.9	2425
	65	Interstate Ave. at Driveway/I-95 SB On Ramp	A	8.5	1470	A	5.9	1380	B	11.1	815	A	7.5	860	A	6.8	1395	A	5.7	1055
	66	Interstate Ave. at I-95 NB Offramp	B	15.1	1050	C	23.4	1430	C	24.4	595	C	26.3	1040	B	14.2	1110	C	21.2	1305

TABLE A-10: COMPARISON BETWEEN EXISITING AND 2021 OPENING YEAR FOR SIGNALIZED INTERSECTIONS ALONG RED LINE ALIGNMENT

Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
Section 1	1	Security Blvd. at Greengage Rd.	Unsignalized						B	20.0	1245	B	14.8	1400
	2	Security Blvd. at Rolling Rd.	D	42.5	4670	D	53.3	4840	D	37.0	4095	D	42.8	4610
	3	Fairbrook Rd. at Rolling Rd.	D	54.4	3150	C	28.1	3475	C	24.5	2385	B	16.7	2865
	4	Rolling Bend at Rolling Rd.	B	10.5	2270	B	13.7	3135	B	11.9	1655	B	18.6	2560
	5	Security Blvd. at Lord Baltimore Dr.	C	20.2	3500	C	25.3	3830	C	20.6	3345	C	26.6	3780
	6	Security Blvd. at Belmont Ave.	B	19.2	3945	D	54.9	4900	C	29.5	3990	D	53.0	5080
	7	Security Blvd. at I-695 Off Ramp	B	13.1	4455	A	6.4	4830	B	11.2	4275	A	4.1	4840
	8	Security Blvd. at I-695 On Ramp	A	1.5	4335	A	3.2	4730	A	0.6	4010	A	0.7	4610
	9	Security Blvd. at Whitehead Rd.	B	16.6	3280	C	30.2	3780	B	15.0	3015	B	19.1	3625
	10	Security Blvd. at Woodlawn Dr.	D	42.3	4000	E	64.9	4370	D	39.5	3945	D	50.2	4195
	11	Parallel Dr. at Woodlawn Dr.	C	29.7	1885	D	37.6	2115	D	41.3	2545	E	69.2	2425
	12	I-70 at SSA Connector	Does Not Exist						B	11.5	2410	B	10.7	3130
	13	I-70 at I-70 Park and Ride	Does Not Exist						A	0.4	1030	A	0.7	1560
	14	Security Blvd. at Gwynn Oak Rd.	B	16.8	2310	B	18.0	2305	B	20.0	1795	B	17.8	2025
	15	Security Blvd. at Perimeter Dr.	A	9.1	2165	B	16.2	2135	A	6.5	1685	A	8.6	1870
	16	Ingleside Ave. at Security Blvd.	E	58.8	3910	E	66.5	3905	D	44.3	3775	D	52.2	4510
	17	Parallel Dr. at Ingleside Ave.	B	10.8	2045	A	9.6	2110	A	9.8	1465	B	12.5	1680
	18	Forest Park Ave. at Security Blvd.	B	16.5	2205	B	19.5	2495	C	25.4	3075	C	27.2	3715
Section 2	19	Briarclift Rd. at Cooks Lane	B	13.3	1825	B	12.7	2005	B	13.4	1835	B	16.7	1980
	20	US 40 at I-695 OL Ramps	B	17.8	4835	A	9.8	5375	C	25.2	5890	A	6.0	6485
	21	US 40 at I-695 IL Ramps	A	4.0	4160	A	3.5	4905	A	6.0	5095	A	3.1	5850
	22	Kent Ave. at US 40	A	3.5	3240	A	7.8	4160	A	3.9	3700	A	7.8	4660
	23	US 40 at Ingleside Ave.	D	38.2	4020	E	59.7	4750	D	38.0	4365	E	58.7	5150
	24	Johnnycake Rd. at Ingleside Ave.	C	23.6	1705	C	33.0	2225	C	24.4	1825	D	43.8	2500
	25	US 40 at Johnnycake Rd.	C	29.2	2990	C	25.5	3160	C	28.8	3270	C	25.5	3350
	26	US 40 at St. Agnes Lane	B	16.5	2525	B	19.0	2720	B	13.3	2720	B	16.1	2815
	27	US 40 at Coleridge Rd.	A	6.8	2165	B	12.5	2375	A	6.5	2185	B	14.0	2490
	28	US 40 at Edmondson Ave.	B	11.9	2410	B	10.6	2490	B	17.1	2510	B	18.1	2660
	29	US 40 at Cooks Lane	B	13.7	3880	B	13.4	4175	B	17.7	3960	B	17.3	4315

Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
	30	US 40 at Nottingham Rd.	A	6.3	3840	A	1.8	4130	A	3.7	3910	A	3.0	4270
	31	US 40 at Winans Way	C	32.7	4070	B	18.9	4285	E	58.8	4065	D	40.0	4425
	32	US 40 at Swann Ave.	B	12.8	3690	B	13.4	3955	B	15.5	3670	E	65.6	4125
Section 3	33	US 40 at Edmondson Village Station	Does Not Exist						A	1.8	3220	A	3.9	3745
	34	US 40 at Woodridge Rd.	C	20.3	4020	C	23.4	4165	D	40.2	3875	E	60.8	4245
	35	US 40 at Wildwood Pkwy	A	9.4	3635	B	10.9	3835	C	24.7	3790	C	25.2	3905
	36	US 40 at Loudon Ave..	Unsignalized						A	3.0	3665	A	0.8	3740
	37	US 40 at Mt. Holly St.	A	6.4	3625	A	4.8	3710	A	0.7	3655	A	2.6	3720
	38	US 40 at Allendale St.	A	7.0	3675	B	10.7	3840	D	38.5	3755	C	22.0	3900
	39	US 40 at Edgewood St.	A	2.7	3435	A	2.9	3610	A	3.8	3450	A	5.5	3480
	40	US 40 at Denison St.	Unsignalized						A	3.9	3465	A	3.7	3440
	41	US 40 at Hilton Dr.	A	9.9	3875	B	12.6	3975	B	18.6	3965	B	10.4	3835
	42	Edmondson Ave. at Franklin St.	B	15.0	3640	B	17.7	3630	B	18.4	3510	B	11.5	3420
	43	Edmondson Ave. at Poplar Grove St.	B	19.4	1045	B	11.4	1220	A	8.9	1080	B	14.2	1470
	44	Edmondson Ave. at Franklintown Rd.	C	26.0	1140	C	31.3	1370	C	33.8	1200	D	45.2	1760
	45	Edmondson Ave. at Braddish Ave.	B	11.1	795	A	7.1	1025	B	15.2	840	A	8.9	1370
	46	Edmondson Ave. at Whitmore Ave.	A	8.1	735	A	5.6	945	A	8.9	845	A	3.0	1285
	47	Edmondson Ave. at Warwick Ave.	B	14.5	1025	C	24.0	1345	B	14.2	970	B	12.9	1595
	48	Edmondson Ave. at Bentalou St.	B	17.0	785	C	25.7	1155	C	25.6	925	C	20.1	1410
	49	US 40 at Franklintown Rd.	C	27.3	3885	B	16.7	3490	E	64.7	3855	C	27.2	3255
	50	US 40 at Evergreen St.	Unsignalized						A	6.0	3355	A	3.7	2855
	51	US 40 at Warwick Rd.	B	18.5	3980	B	17.6	3745	C	33.8	3720	C	25.4	3525
	52	US 40 at Smallwood St.	Unsignalized						A	5.3	1130	A	3.9	1650
	53	W. Franklin St. at N. Pulaski St.	B	13.8	1260	B	16.0	2300	C	26.4	1685	C	25.1	2170
	54	W. Franklin St. at N. Payson St.	Does Not Exist						C	24.6	1310	E	56.7	1775
	55	W. Mulberry St. at Smallwood St.	Unsignalized						A	6.2	2330	B	11.5	1465
	56	W. Mulberry St. at N. Pulaski St.	E	69.5	3065	C	23.9	1845	C	20.3	2720	C	23.0	1785
	57	W. Mulberry St. at N. Payson St.	Does Not Exist						A	4.2	2370	A	7.5	1455
	58	Baltimore St. at Warwick Ave.	B	16.7	845	C	22.3	1310	B	18.5	1230	B	18.2	1290
	59	Baltimore St. at Pulaski St.	B	19.6	700	C	30.2	980	B	18.0	790	C	22.0	1320
	60	Frederick Ave. at Pulaski St.	C	25.6	490	B	15.5	895	B	14.7	640	B	18.9	1200
	61	Pratt St. at Pulaski St.	C	20.8	650	B	18.7	820	B	15.8	820	B	17.6	1040
	62	Edmondson Ave. at Payson St.	B	19.2	425	C	22.0	675	A	8.7	445	A	6.0	735
	63	Edmondson Ave. at Monroe St.	C	27.6	1400	C	23.9	1440	C	21.3	1530	C	21.4	1555
	64	Edmondson Ave. at Fulton Ave.	B	13.0	1335	B	14.0	1805	A	9.6	1325	B	11.7	1915
	65	Edmondson Ave. at Gilmor St.	C	22.5	390	C	20.5	445	B	15.5	500	B	15.1	535

Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
	66	Edmondson Ave. at Calhoun St.	B	13.6	295	B	11.2	345	B	11.0	310	A	8.3	390
	67	Edmondson Ave. at Carey St.	B	15.9	265	C	20.8	455	B	15.3	275	B	12.0	550
	68	Edmondson Ave. at Arlington St.	C	20.1	220	B	18.1	335	B	10.6	245	B	12.1	400
Section 3	69	Franklin St. at Monroe St.	B	11.1	1300	D	36.6	1440	A	6.9	1450	B	11.2	1770
	70	Franklin St. at Fulton Ave.	A	8.9	1125	C	35.0	1815	A	3.8	1110	B	12.4	2140
	71	Franklin St. at Gilmor St.	A	9.6	405	B	10.8	650	B	16.0	525	A	4.4	1090
	72	Franklin St. at Carey St.	B	11.9	450	B	14.0	785	A	7.4	480	B	11.5	1260
	73	Franklin St. at Carrollton Ave.	B	10.9	320	A	8.4	580	A	4.0	350	A	2.6	1000
	74	Franklin St. at Arlington St.	B	15.6	390	B	14.6	600	B	14.0	430	A	9.0	1075
	75	Franklin St. at Schroeder St.	B	16.5	410	A	9.6	690	B	11.6	450	B	10.5	1175
	76	Mulberry St. at Monroe St.	A	7.7	1430	A	9.3	1220	A	8.6	1600	B	12.6	1370
	77	Mulberry St. at Fulton Ave.	B	13.4	1265	C	23.5	1660	B	17.5	1605	B	13.8	1775
	78	Mulberry St. at Gilmor St.	C	22.1	525	B	11.5	480	B	13.1	1000	B	11.9	710
	79	Mulberry St. at Carey St.	B	12.0	610	B	15.7	640	A	7.5	1105	B	12.0	930
	80	Mulberry St. at Carrollton Ave.	A	8.2	435	A	3.6	410	A	3.0	890	A	7.2	640
	81	Mulberry St. at Arlington St.	A	5.8	500	B	10.9	470	B	10.2	955	A	4.2	705
	82	Mulberry St. at Schroeder St.	A	8.0	565	B	15.4	610	A	6.4	1030	B	12.8	885
Section 4	83	Saratoga St. at Fremont Ave.	B	12.3	560	B	13.1	520	B	11.8	520	B	12.7	615
	84	Lexington St. at Fremont Ave.	B	11.4	200	B	11.3	250	A	9.2	250	B	10.9	340
	85	Fayette St. at Fremont Ave.	B	12.3	310	B	11.6	400	B	12.3	415	B	12.4	855
	86	Franklin St. WB at MLK Jr. Blvd.	D	37.6	5360	D	37.6	5845	D	38.1	6050	E	66.4	6830
	87	Mulberry St. EB at MLK Jr. Blvd.	F	97.4	6195	C	20.8	5315	F	154.2	7225	E	74.3	6215
	88	Saratoga St. at MLK Jr. Blvd.	E	63.4	5255	D	40.7	4815	E	60.2	5585	E	67.2	5135
	89	Lexington St. at MLK Jr. Blvd.	A	2.8	4565	A	5.0	4225	A	2.3	4930	A	3.6	4535
	90	Fayette St. at MLK Jr. Blvd.	B	13.2	4855	B	14.6	4950	B	13.4	5320	C	21.6	5745
	91	Baltimore St. at MLK Jr. Blvd.	C	31.3	5230	E	60.5	5075	C	30.2	5720	F	86.1	5805
	92	Lombard St. at MLK Jr. Blvd.	C	28.4	5340	E	72.8	5550	B	20.0	6040	F	113.3	6310
	93	Lombard St. at Penn St.	B	13.7	775	E	69.2	1295	B	11.6	1095	D	44.8	1585
	94	Lombard St. at Greene St.	C	28.4	2010	C	34.9	2720	C	34.0	2500	E	67.4	3180
	95	Lombard St. at Paca St.	B	19.8	2425	C	23.0	2910	B	19.1	2740	C	32.3	3310
	96	Lombard St. at Eutaw St.	B	12.1	1405	C	27.6	1715	B	12.8	1925	B	10.2	2120
	97	Lombard St. at Howard St.	C	22.0	2160	C	31.0	2585	B	16.5	2680	C	28.9	3060
	98	Lombard St. at Hopkins Pl	F	95.6	2125	F	116.2	2815	C	25.1	2630	F	176.5	3155
	99	Lombard St. at Hanover St.	B	15.7	1600	E	67.5	1725	B	18.8	1940	F	82.2	1920
	100	Lombard St. at Charles St.	B	19.7	2450	B	15.1	2165	C	21.3	2645	B	15.1	2290
	101	Lombard St. at Light St.	C	29.2	3585	F	156.1	3760	D	46.1	3995	F	109.6	3945

Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
	102	Lombard St. at Calvert St.	C	33.9	3740	C	27.3	3770	C	22.2	3985	E	64.6	4170
	103	Lombard St. at South St.	C	25.5	2400	C	29.5	2440	B	17.5	2580	C	33.2	2620
	104	Lombard St. at Commerce St.	A	8.2	2070	A	8.7	1695	A	7.0	2270	A	7.8	1995
	105	Lombard St. at Gay St.	C	32.9	2705	C	29.2	2405	B	12.5	2725	B	11.9	2575
Section 4	106	Lombard St. at Market Pl.	B	14.0	1990	B	19.6	1860	B	14.5	2205	C	22.5	2210
	107	Lombard St. at President St.	D	37.6	4500	C	30.7	4640	D	42.9	5015	D	40.0	5200
	108	Pratt St. at President St.	C	26.7	4280	C	32.2	5245	C	29.6	5130	C	25.4	5855
	109	Fawn St. at President St.	A	1.1	3030	A	0.7	3605	A	1.1	3315	A	1.0	4055
	110	Eastern St. at President St.	C	35.0	3200	D	52.0	3810	D	36.0	3535	D	37.3	4345
	111	Fleet St. at President St.	B	14.0	2075	C	27.2	2710	B	11.1	2225	C	21.0	3115
	112	Fleet St. at Exeter St.	A	8.5	1710	A	7.5	1860	B	13.7	2105	B	10.4	2460
	113	Fleet St. at Central Ave.	C	26.8	1950	B	13.7	1995	B	19.9	2330	B	15.8	2490
	114	Fleet St. at Caroline St.	B	14.0	1150	B	13.3	1210	B	12.8	1265	B	18.7	1665
	115	Fleet St. at Broadway	TBD						C	24.2	1480	C	32.3	1905
	116	Fleet St. at Wolfe St.	A	4.7	1260	B	14.9	1460	A	4.8	1270	B	13.5	1805
	117	Fleet St. at Washington St.	B	16.9	1325	C	24.5	1570	A	7.1	1465	B	12.9	1955
	118	Fleet St. at Chester St.	C	31.9	1515	C	20.3	1600	C	30.8	1645	C	24.7	1955
	119	Fleet St. at Patterson Park Ave.	B	17.0	670	C	24.1	775	C	25.0	1470	B	15.9	1635
Section 5	120	Aliceanna St. at Boston St.	B	10.1	2317	E	74.5	2311	B	10.0	1770	B	16.8	1825
	121	Montford Ave. at Boston St.	B	14.3	2475	B	10.6	2395	D	48.4	1990	B	11.3	1915
	122	Safeway Ent. at Boston St.	Unsignalized						A	7.0	1945	B	14.1	1905
	123	Lakewood Ave. at Boston St.	B	11.0	2425	B	16.2	2310	C	24.8	2060	C	22.1	1885
	124	Boston St. at Kenwood Ave.	Unsignalized						D	38.9	2080	E	56.0	2220
	125	Boston St. at Linwood Ave.	A	9.1	2385	A	5.8	2410	C	34.1	2300	D	53.5	2615
	126	Boston St. at Potomac St.	Unsignalized						B	17.6	2155	C	28.7	2250
	127	Boston St. at Ellwood Ave.	A	0.4	2250	A	2.9	2320	Unsignalized					
	128	Boston St. at East St.	Unsignalized						B	20.0	2275	C	34.2	2265
	129	Boston St. at Clinton St.	D	35.4	2525	C	25.1	2495	E	71.1	2840	E	58.7	2850
	130	Boston St. at Conkling St.	B	14.0	2065	B	12.4	2000	B	19.3	2065	B	19.1	2030
	131	Boston St. at Eaton St.	Does Not Exist						C	30.3	2045	C	23.5	2140
	132	Old Boston St. at Boston St.	Does Not Exist						D	50.5	2345	E	72.8	2495
	133	Hudson Ave. at Conkling St.	B	11.9	755	B	14.5	790	A	9.4	1745	A	9.1	1255
	134	O'Donnell St. at Conkling St.	D	40.7	2085	D	44.8	2145	F	298.0	3440	F	94.3	2485
	135	O'Donnell St. at Eaton St.	Does Not Exist						A	9.4	3175	B	12.6	2485
	136	Bohdonnell at Boston St.	Does Not Exist						D	42.8	4005	D	35.3	3430
	137	O'Donnell St. at Ponca St.	B	18.5	2625	B	13.5	2595	C	23.6	4465	C	21.2	3815

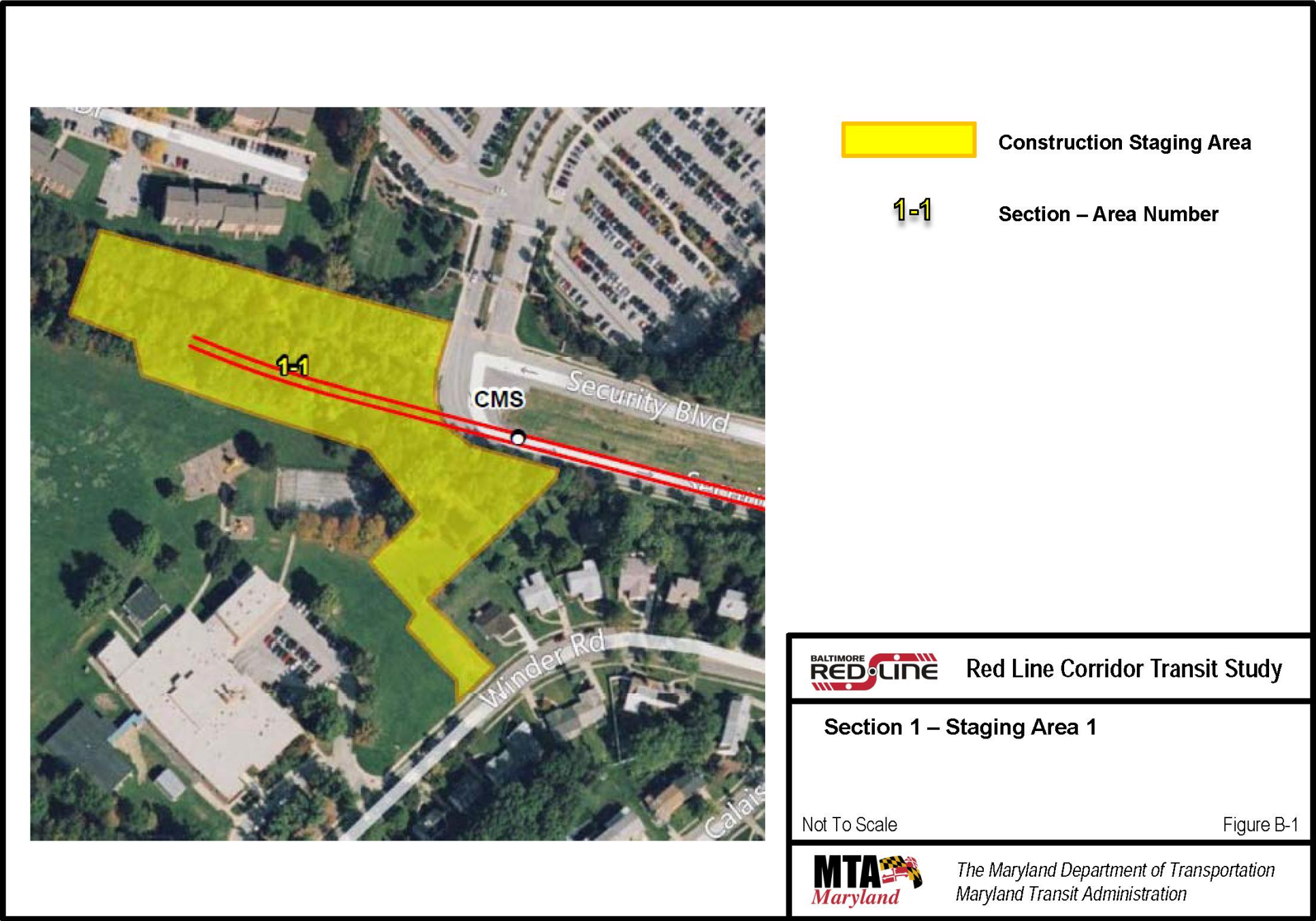
Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
	138	O'Donnell St. at I-895 SB Onramp	B	13.4	1800	B	17.7	1930	B	13.0	3280	B	10.5	2910
	139	O'Donnell St. at Ramps TO/FR I-95/895	C	25.0	1980	C	28.0	1945	D	54.2	3670	B	17.8	2835
	140	Lombard St. at I-895 Ramps	C	28.2	2090	C	32.5	2200	D	37.9	2135	C	34.5	2555
	141	Bayview Blvd. at Cassell Dr.	Does Not Exist						A	9.8	1280	C	22.3	1345
	142	Eastern Ave. at Bayview Blvd.	B	10.8	2065	B	14.8	2295	B	13.6	2255	B	14.1	2325
	143	Interstate Ave. at Driveway/I-95 SB On Ramp	A	8.5	1470	A	5.9	1380	A	6.5	1275	A	4.8	1450
	144	Interstate Ave. at I-95 NB Offramp	B	15.1	1050	C	23.4	1430	B	14.1	1115	B	19.2	1620

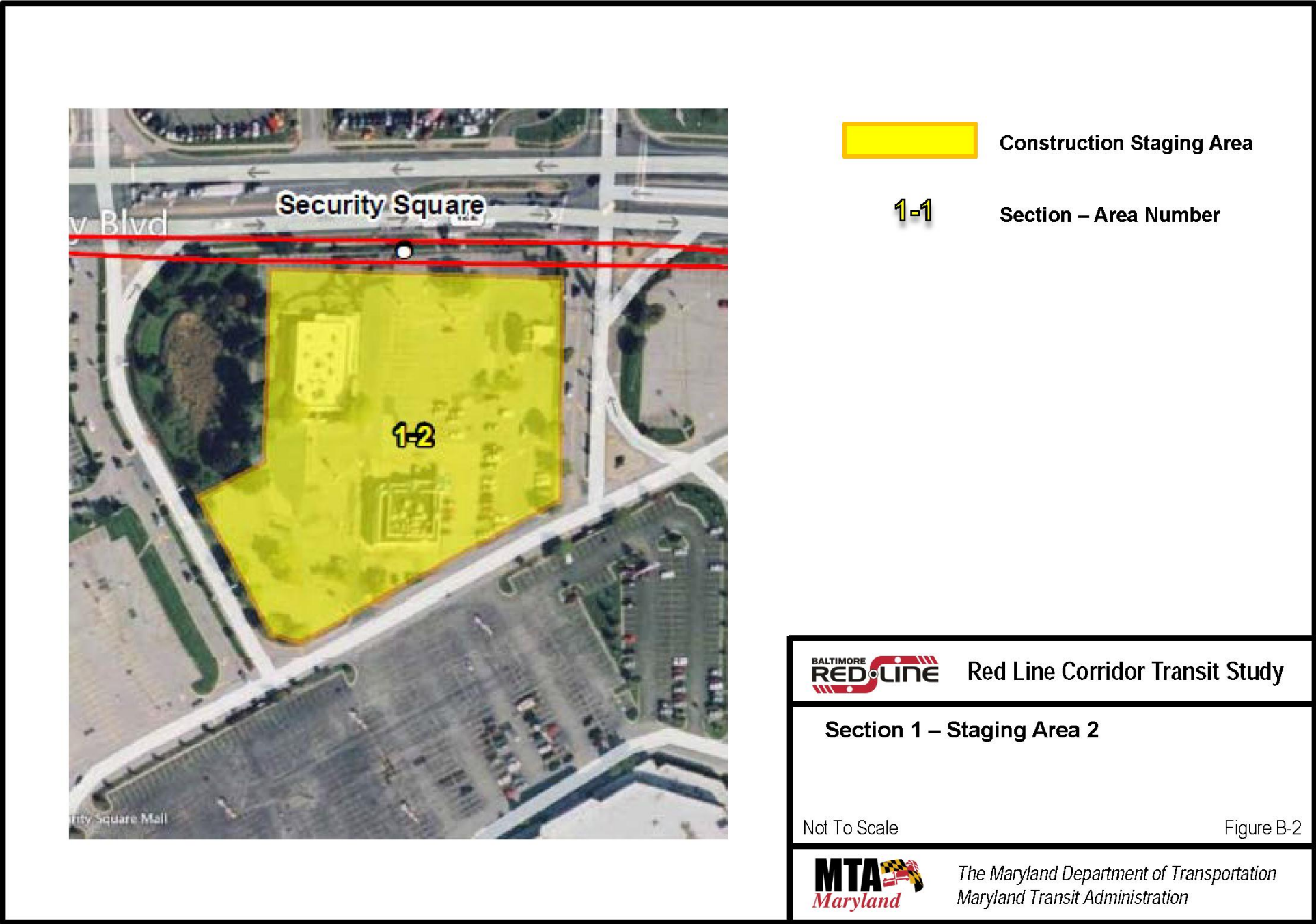
TABLE A-11: COMPARISON BETWEEN EXISITING AND 2021 OPENING YEAR FOR UNSIGNALIZED INTERSECTIONS WITHIN RED LINE ALIGNMENT

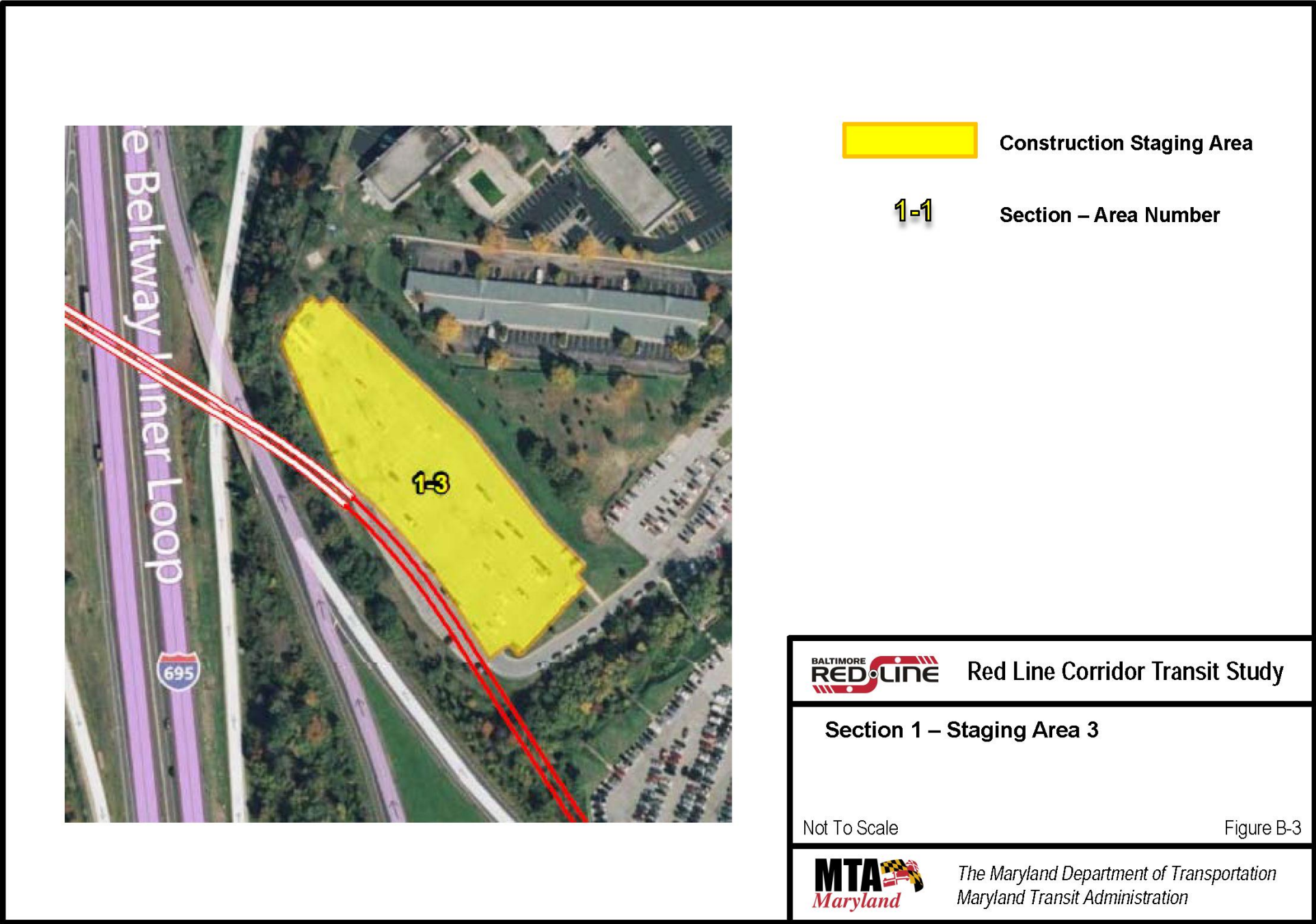
Section No.	No.	Sigalized Intersections	Existing						2021 Initial Operating System or Opening Year					
			AM			PM			AM			PM		
			LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)	LOS	Delay (secs)	Volume (vehs)
Section 1	1	Security Rd. at Woodlawn Dr.	B	10.8	1890	D	25.6	1990	B	11.7	2305	F	63.4	2200
	2	Parallel Dr. at SSA Access	B	14.6	925	F	51.9	1245	D	31.4	1715	F	347.7	1965
	3	Parallel Dr. at SSA Connector	Does not Exist						C	19.1	1785	B	13.6	1805
	4	Parallel Dr. at I-70 Park and Ride	Does not Exist						B	10.8	880	B	10.3	530
Section 3	5	US 40 (Edmondson Ave.) at Glen Allen Dr.	Signalized						A	9.7	3570	B	13.3	3950
	6	US 40 (Edmondson Ave.) at Westside Village Shopping Ctr.	Signalized						B	12.1	3240	D	26.8	3865
Section 5	7	Leakin St. at Boston St.	D	27.6	2340	F	N/A	2305	F	61.6	1845	D	29.7	1815
	8	Anchorage Ent. at Boston St.	C	15.2	2395	B	14	2385	B	13.3	1875	C	15.8	1830
	9	Boston St. at Ellwood Ave.	Signalized						A	0	2155	D	27	2230
	10	Boston St. at Highland Ave.	B	10.6	1980	A	9.8	1905	B	11.2	2035	B	11.3	1900
	11	Boston St. at Baylis St.	C	20.5	2015	B	13.7	1910	B	10.1	2015	A	10	1865
	12	Toone St. at Conkling St.	C	16.1	955	C	17.1	965	B	14.7	930	B	12.7	735
	13	Dillon St. at Haven St.	A	9.8	330	B	10.2	440	A	9.2	195	A	9.2	215

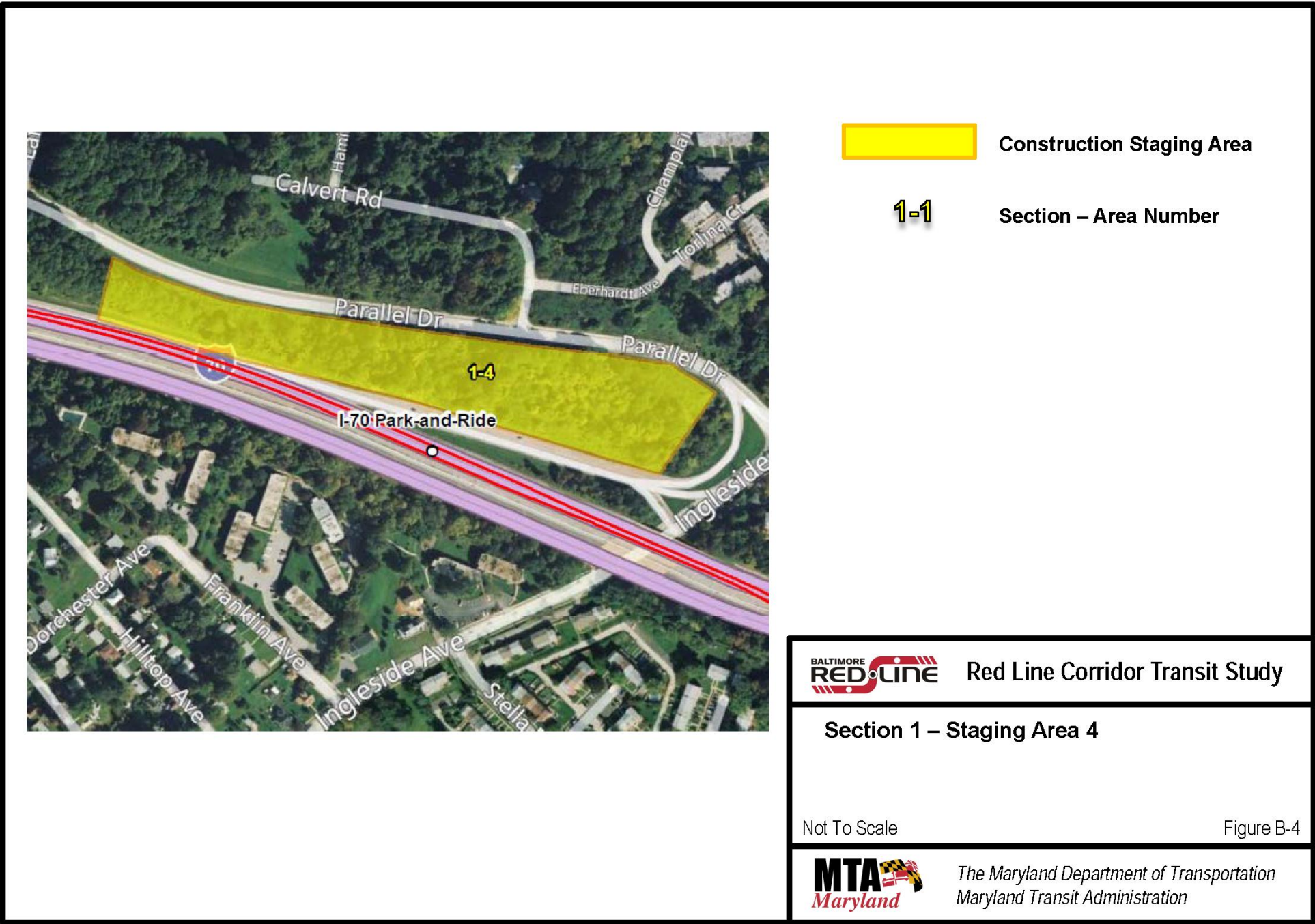
Notes: N/A¹ – No side street traffic during AM peak hour.

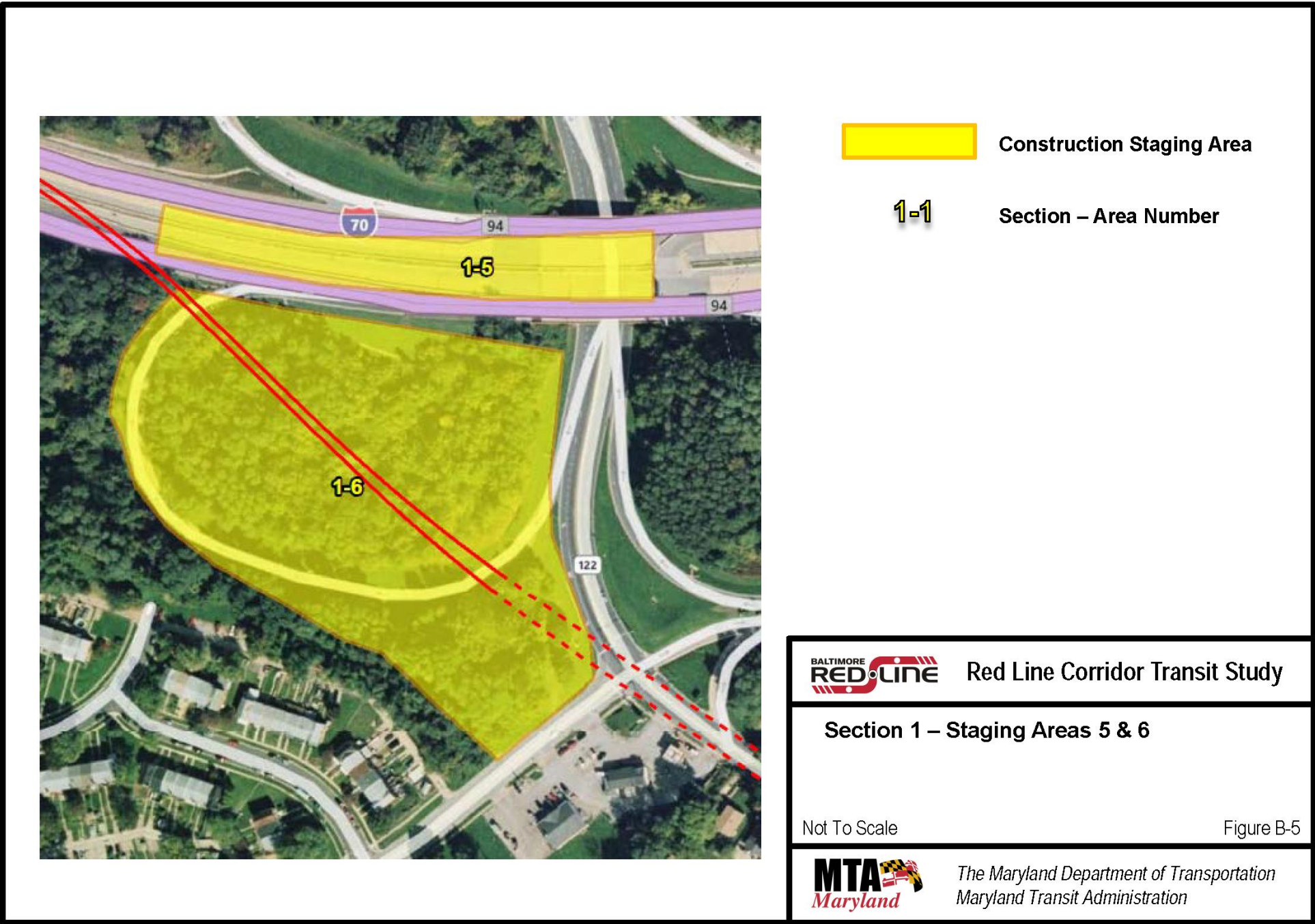
APPENDIX B FIGURES OF STAGING AREAS DURING CONSTRUCTION

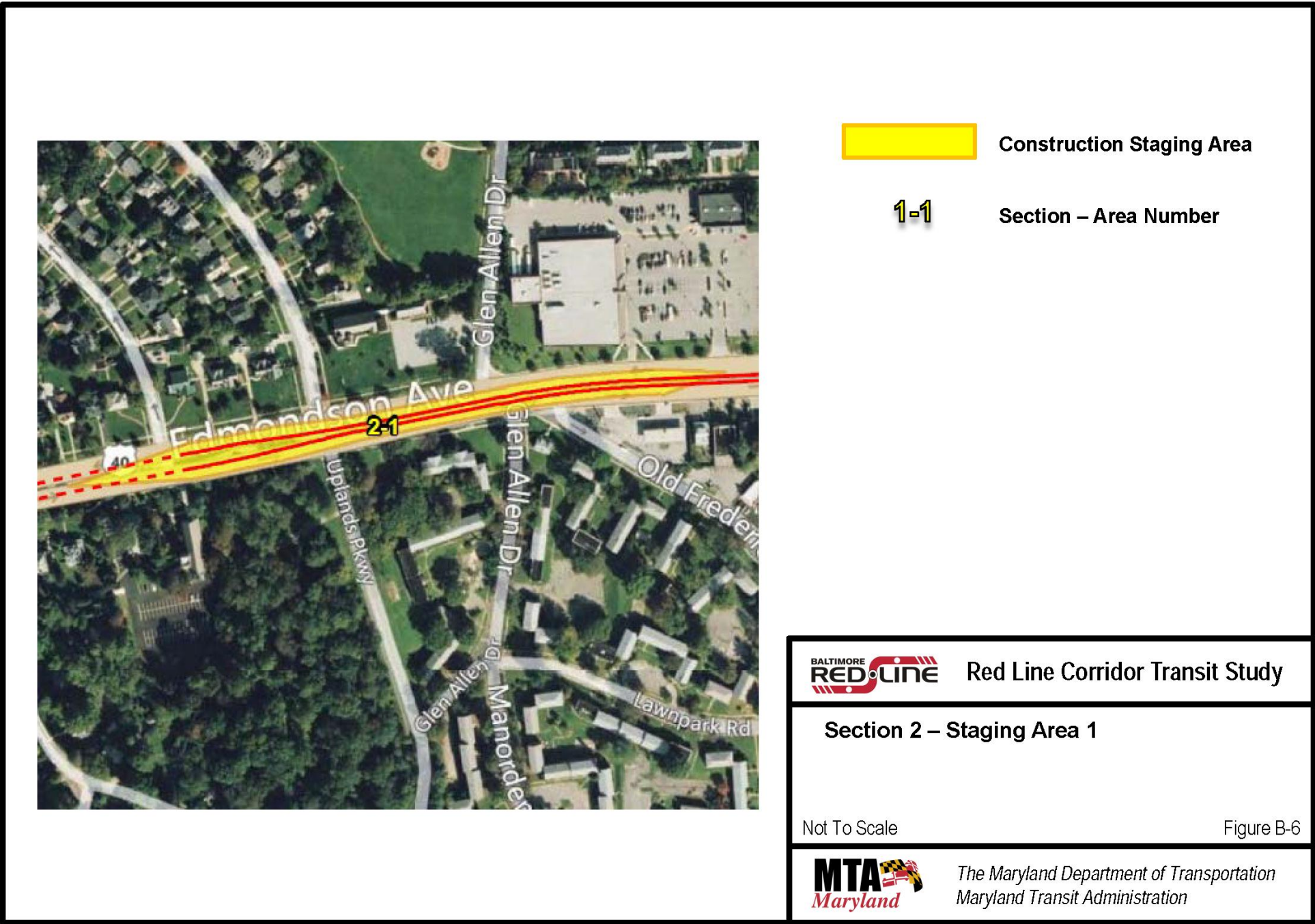


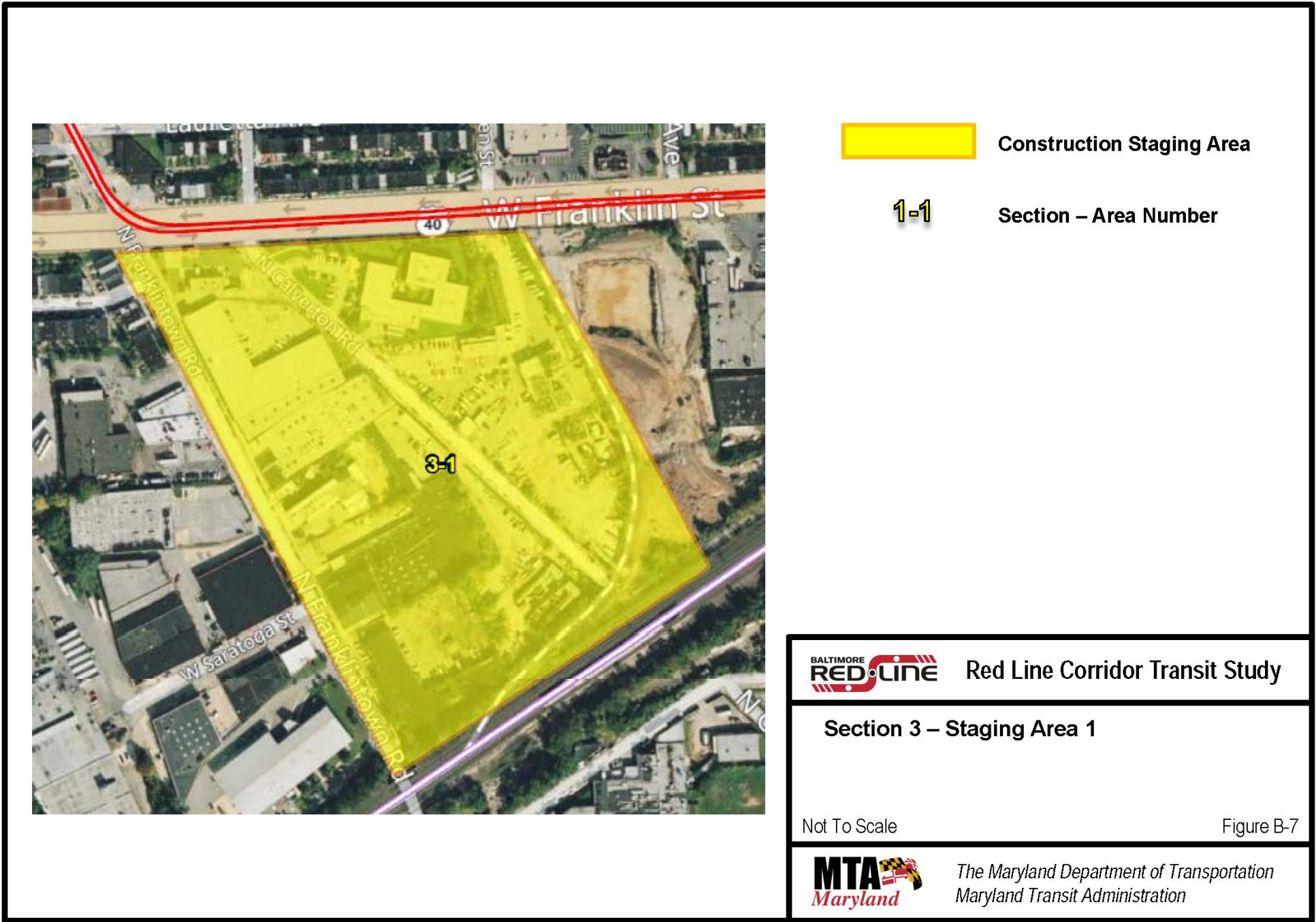




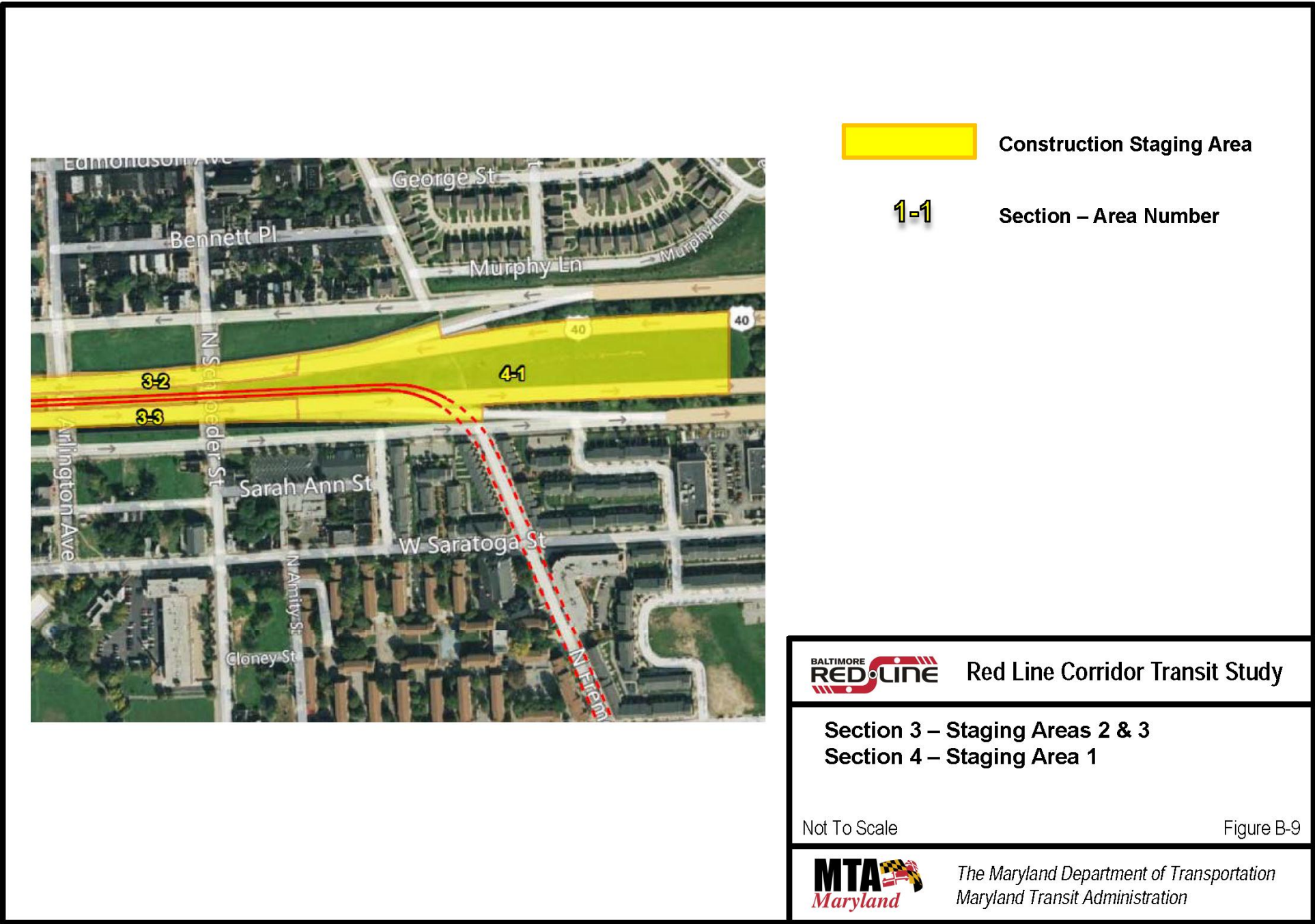


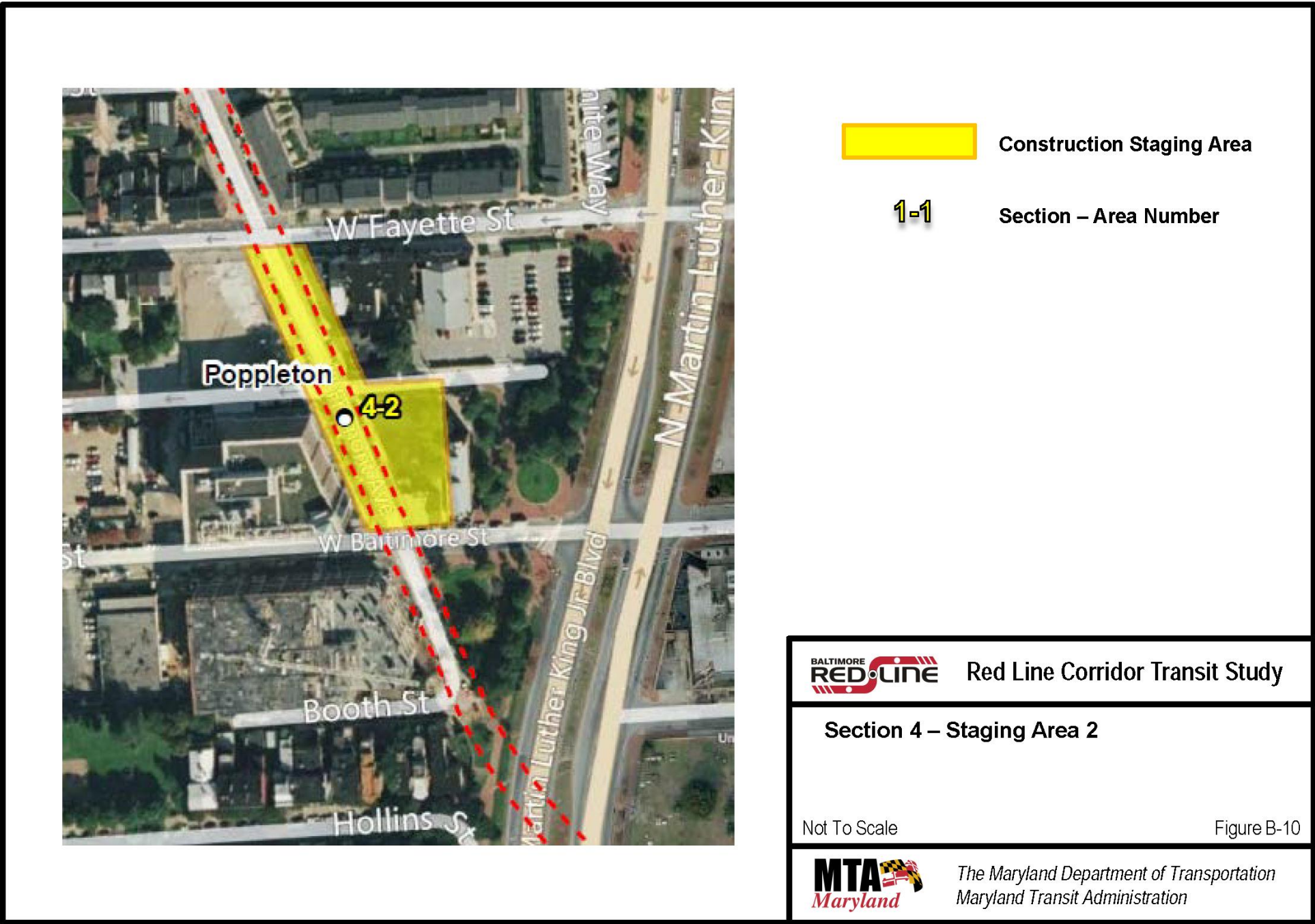




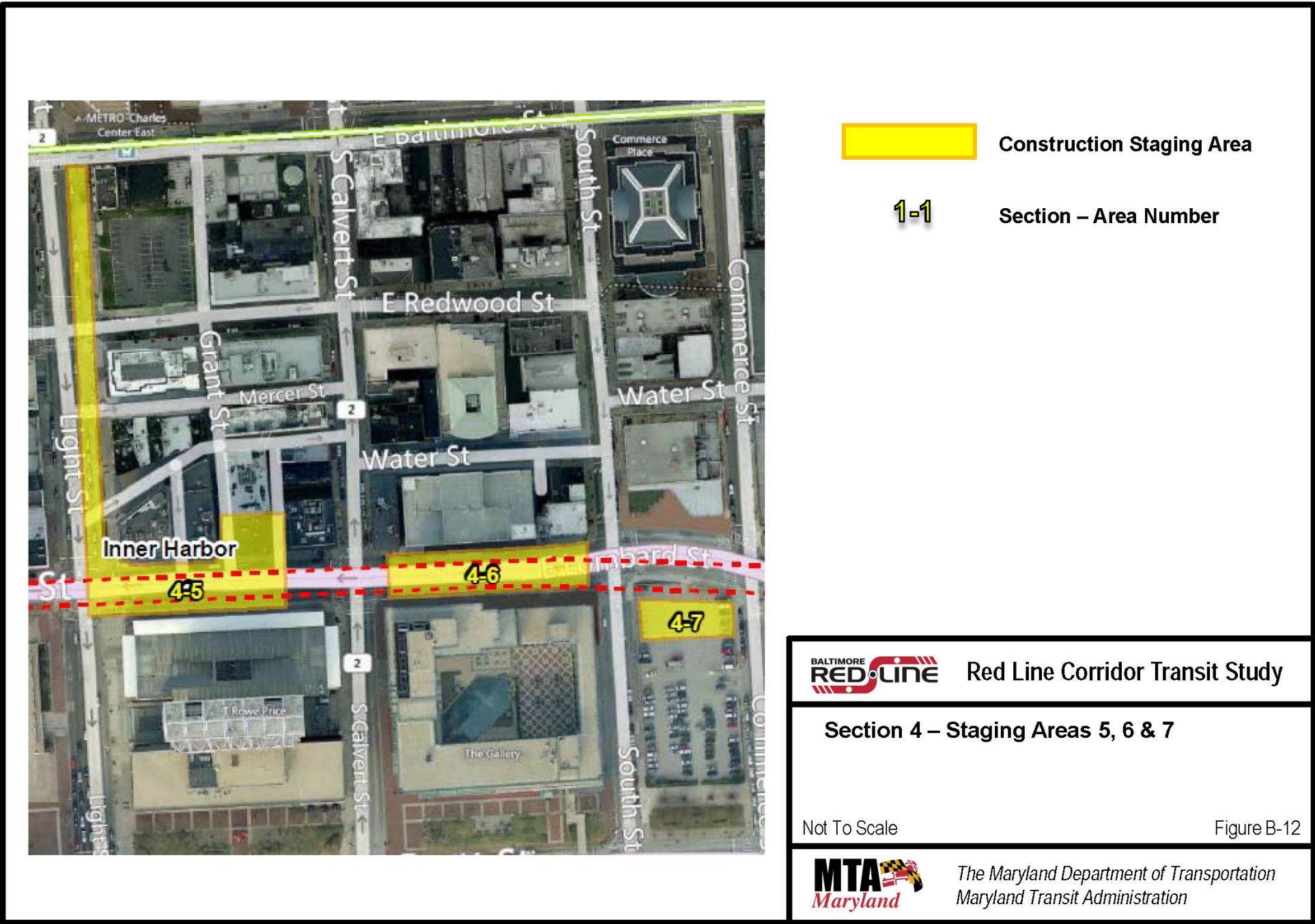


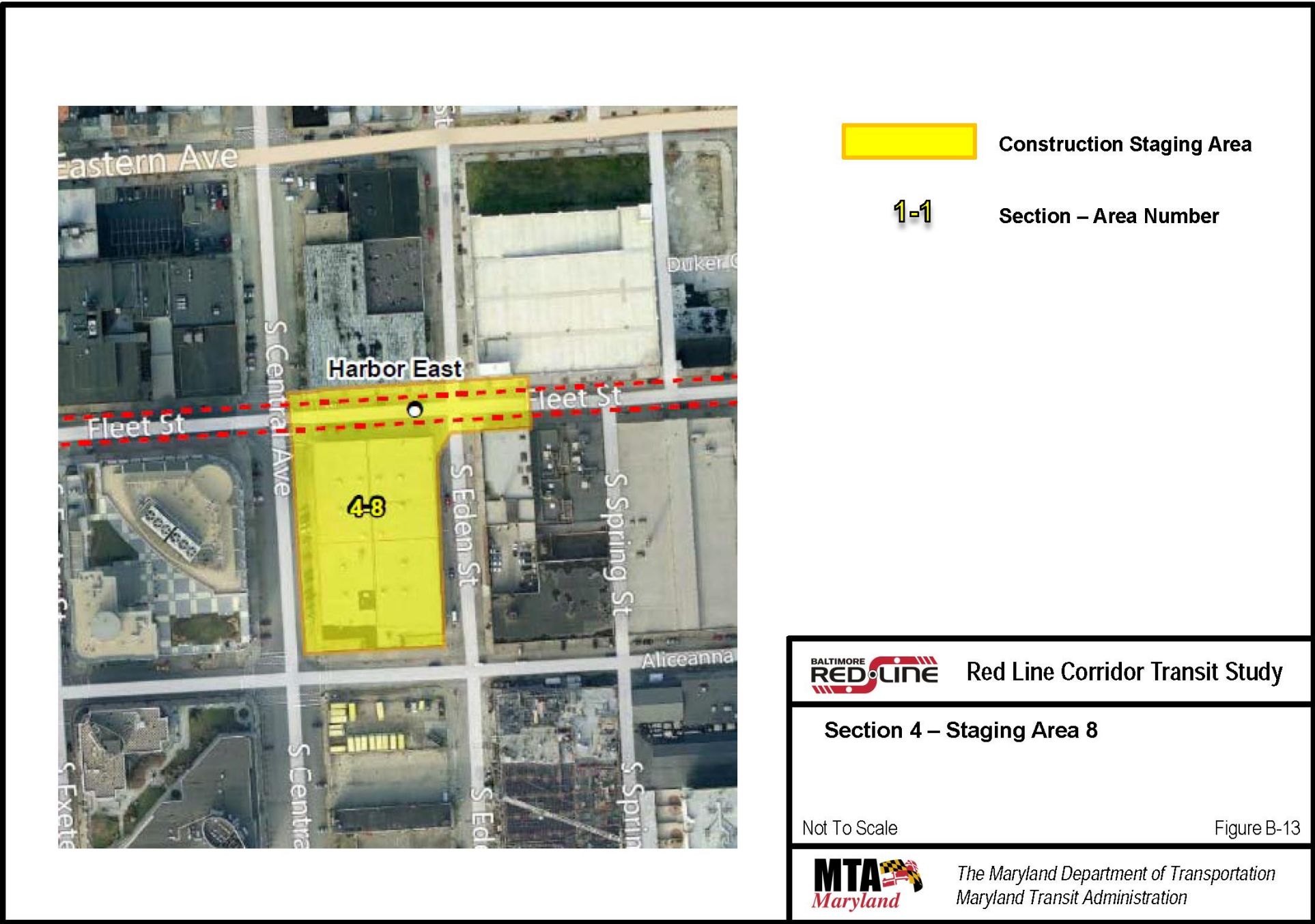


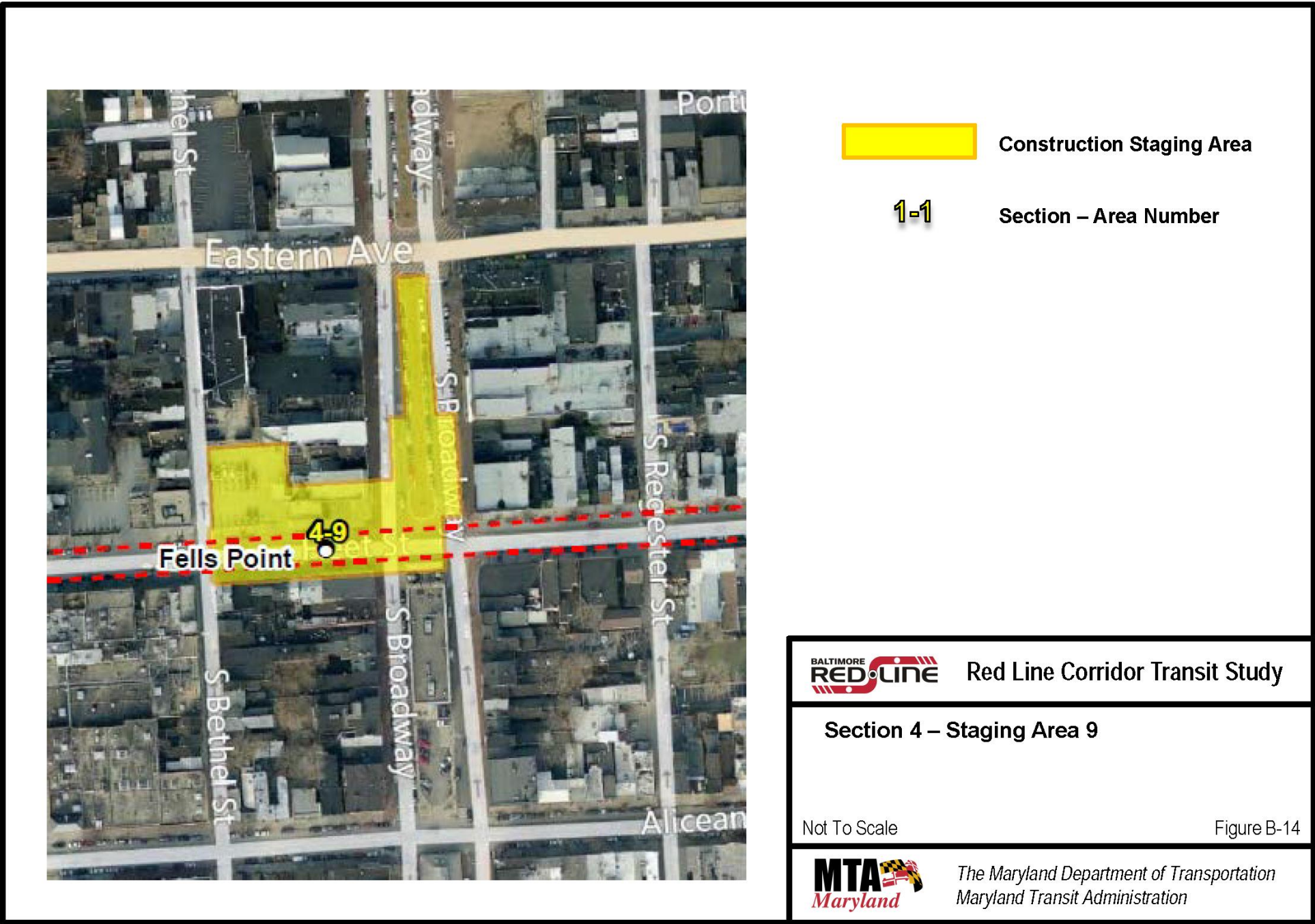


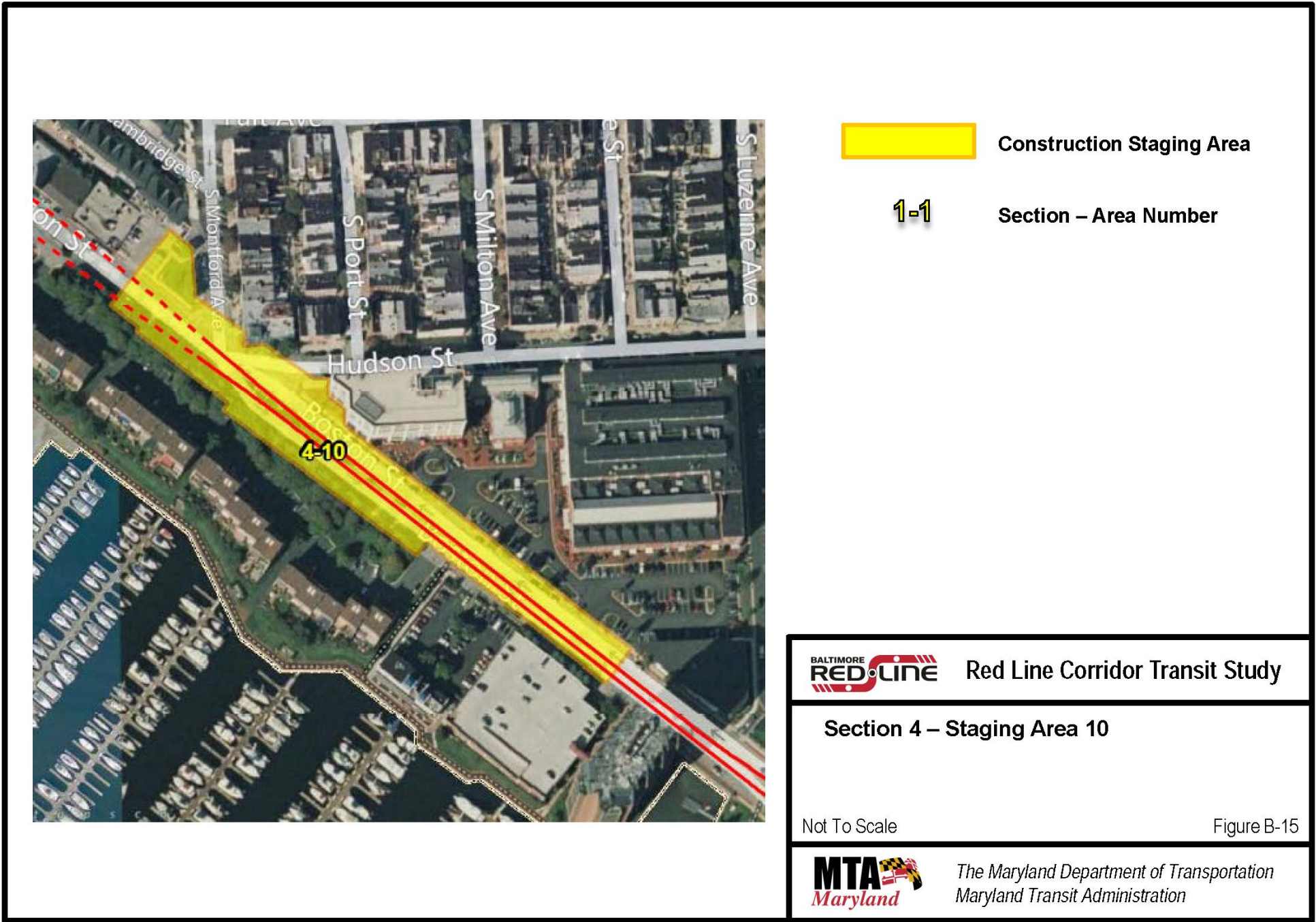


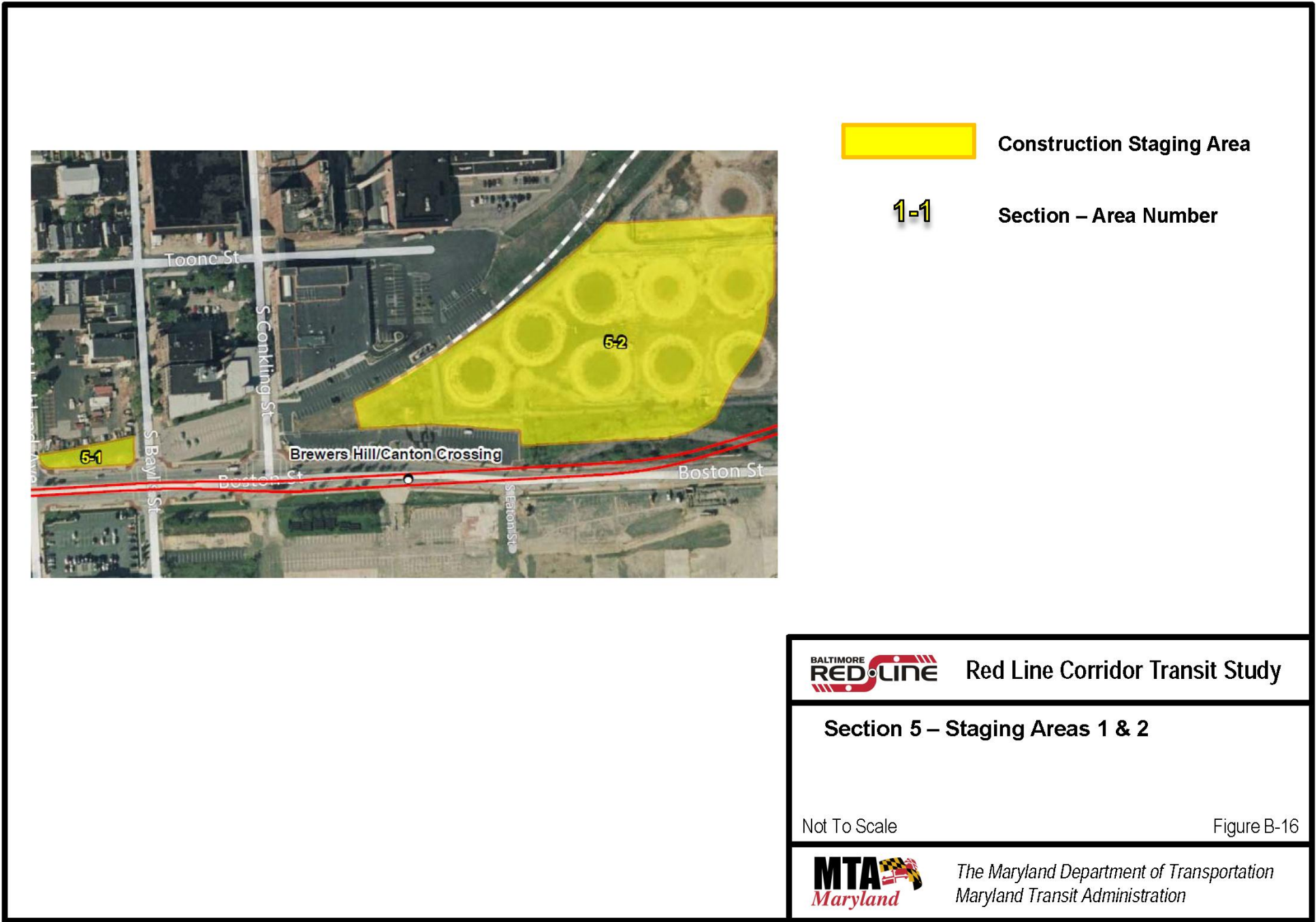


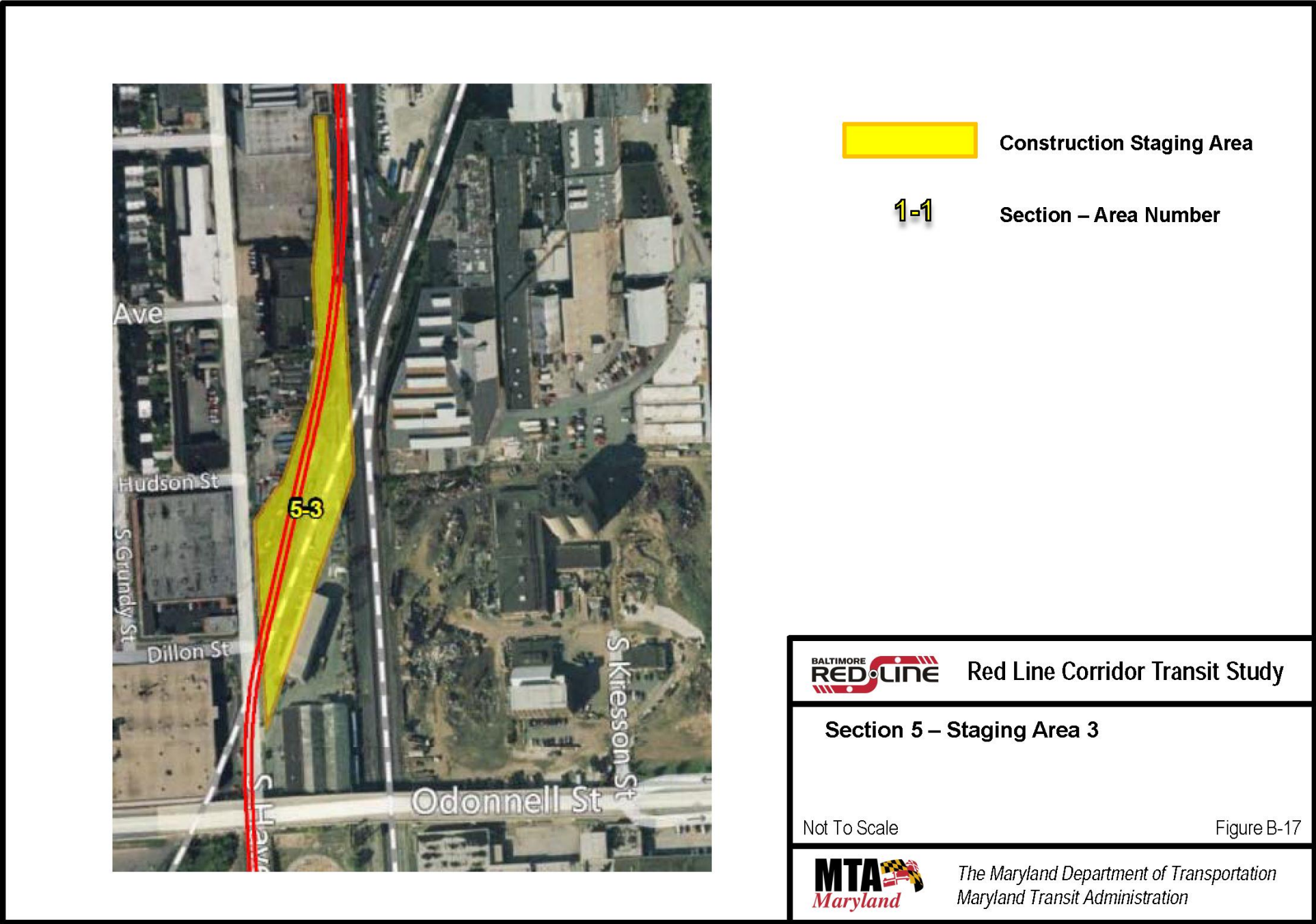


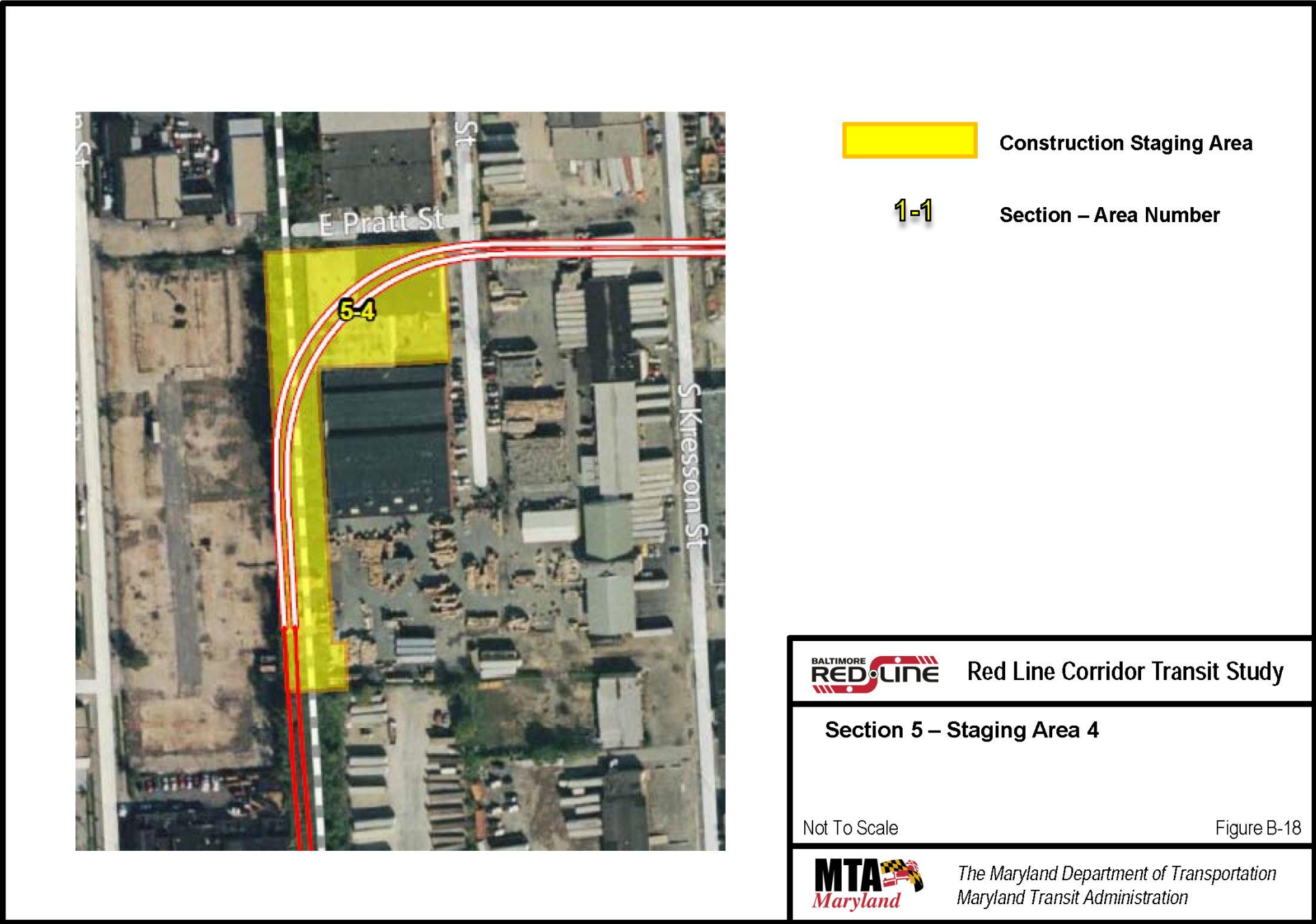


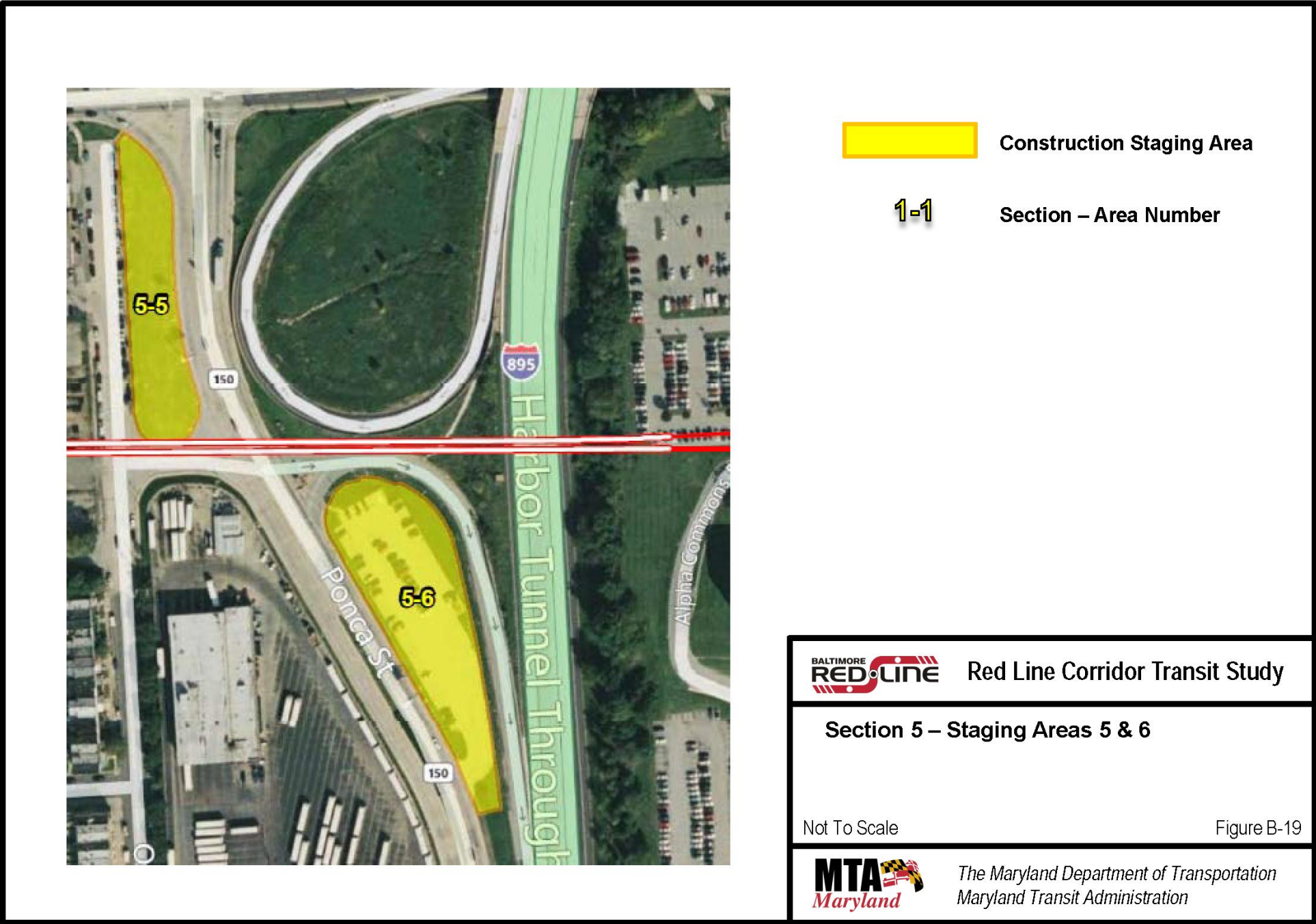


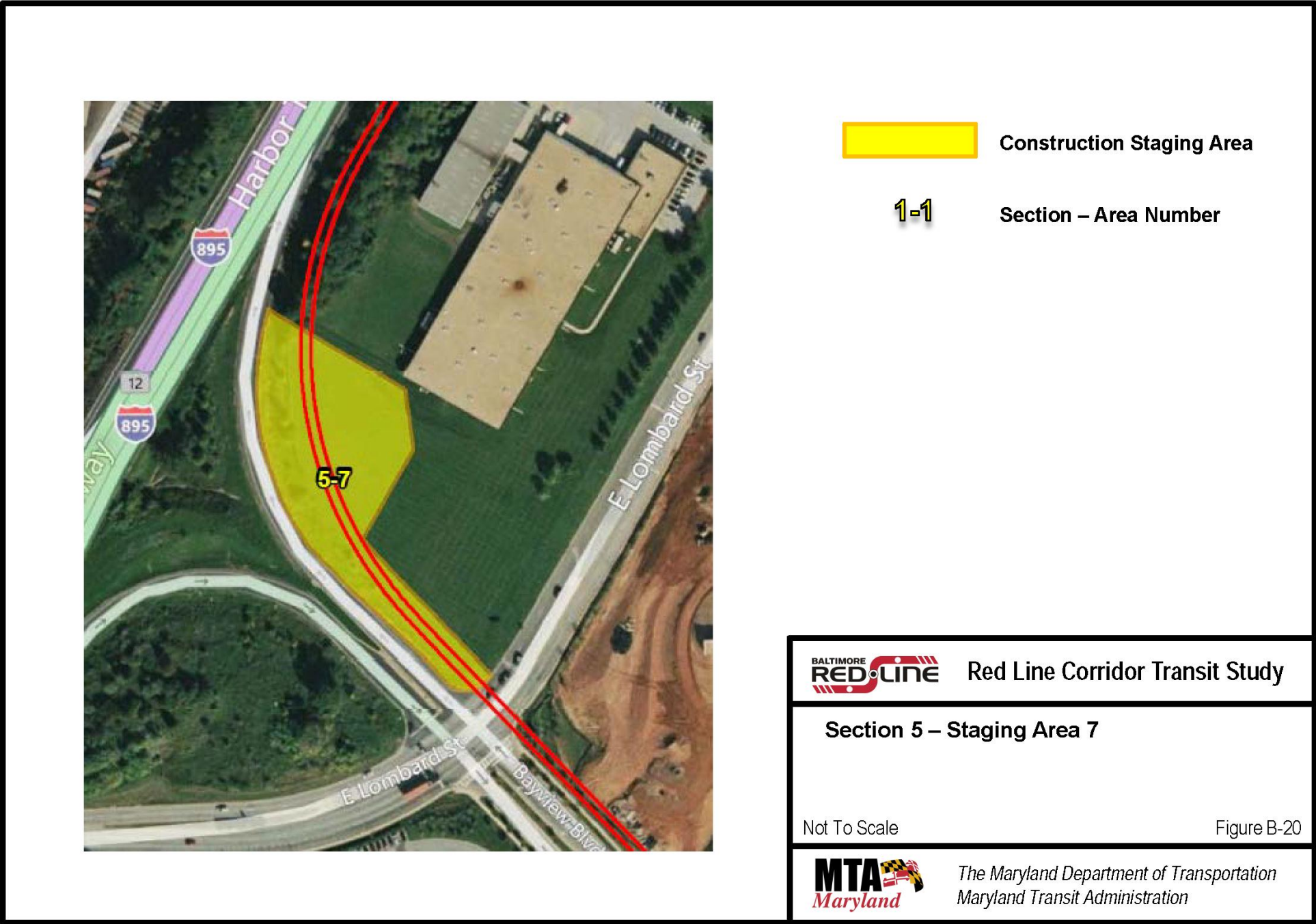










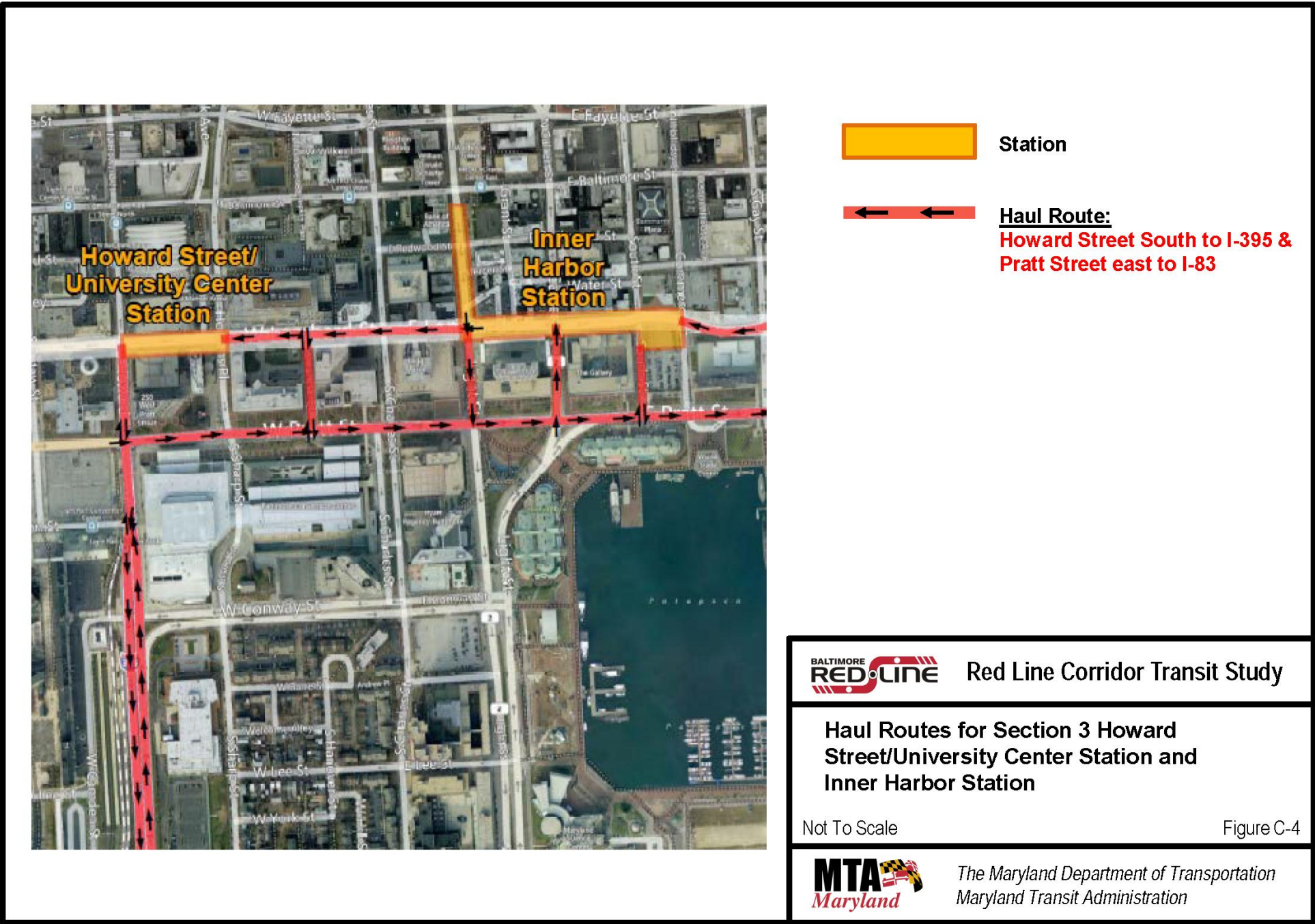


APPENDIX C FIGURES OF HAUL ROUTES FOR CONSTRUCTION





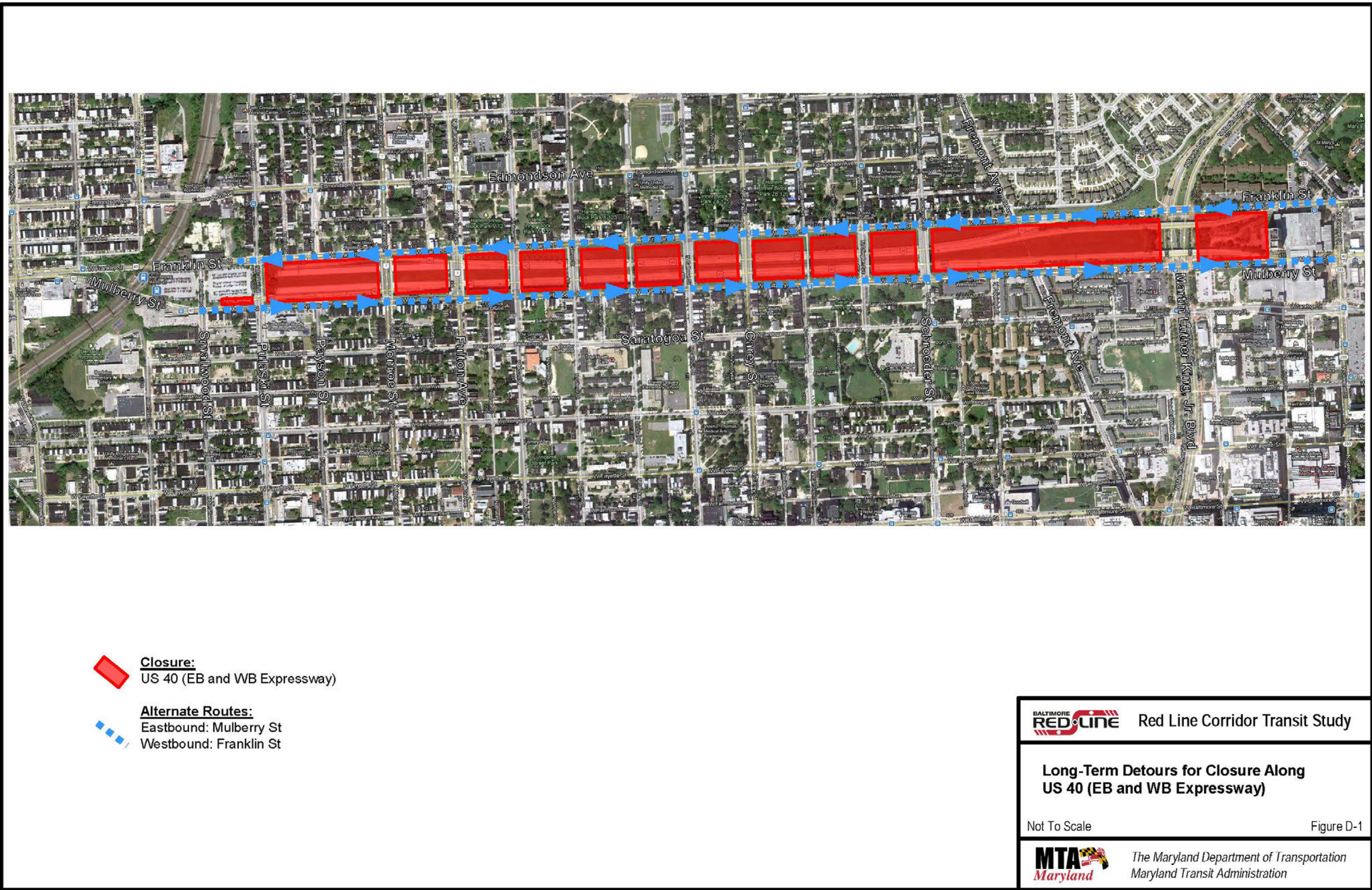






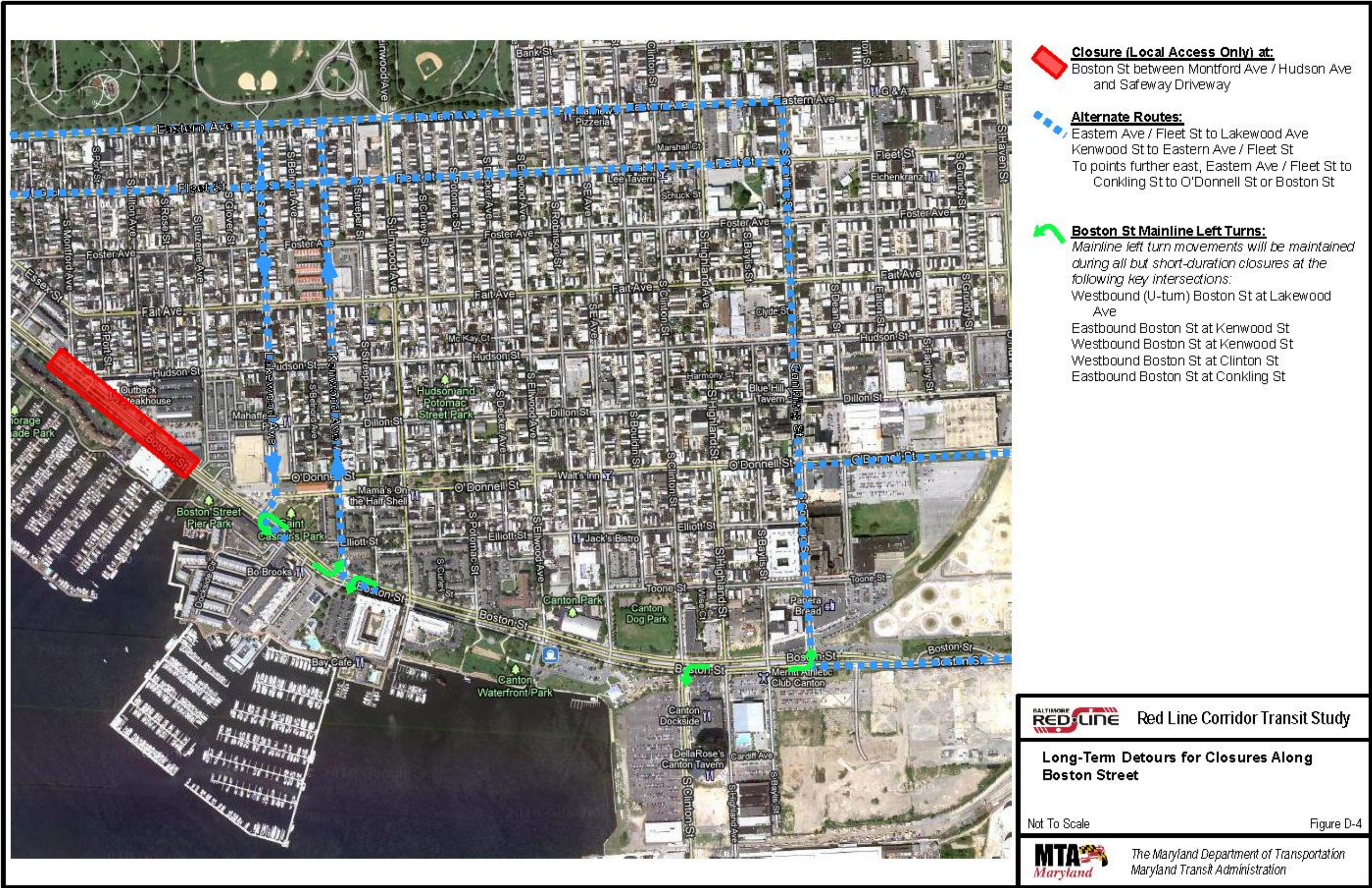


APPENDIX D DETOURS DURING CONSTRUCTION











APPENDIX E CONSTRUCTION IMPACTS SUMMARIES

Summary of Construction Impacts
Section 1: West Segment

Street Segment			Impacts During Construction							
On	From	To	Existing Number of Lanes		Number of Lanes During Construction		Turn Movement Restrictions*	Loss of Off-Street Parking Spaces	Loss of On-Street Parking Spaces	Sidewalk Impacts
			EB/NB	WB/SB	EB/NB	WB/SB				
Security Blvd	CMS Entrance	Brookdale Rd	2	2	1	2	No	None	N/A	South side
Security Blvd	Brookdale Rd	Rolling Rd	2	2	2	2	No	67	N/A	North and South sides
Security Blvd	Rolling Rd	Lord Baltimore Dr	3	3	2	3**	No	23	N/A	South side
Security Blvd	Lord Baltimore	Belmont Ave	3	3	3	3	No	244	N/A	South side
I-695	Security Blvd	I-70	3	3	3	3	No	26	N/A	N/A
I-70	I-695	Security Blvd/Cooks Ln	3	3	3***	3***	No	386	N/A	N/A
Parallel Drive	Woodlawn Drive	West of Perimeter Dr	1	2	1	2	No	None	N/A	No Impacts
Parallel Drive	West of Perimeter Dr	Ingleside Ave	2	1	2	1	No	None	N/A	North side
Ingleside Ave	I-70	Security Blvd	2	2	2	2	No	None	N/A	West side
Security Blvd	Forest Park Ave	Cooks Ln	1	1	1	1	No	None	N/A	N/A

Construction Duration: 36 months (3 years)

Work Hours: Daytime and Nighttime work (24/7)

Temporary Roadway Closures:

- The loop ramp from southbound Security Blvd to eastbound I-70 will be closed for west portal construction for the Cooks Lane Tunnel and will be permanently closed upon completion of the project (refer to Section 2 Construction).
- Short duration closures of I-695 are anticipated for erecting steel girders.

Temporary Lane Closures:

- **Short duration (2-3 week) lane reconfigurations may be required on westbound Security Blvd during some phases of construction. In general, westbound lanes on Security Blvd will be maintained in their current configuration.
- Temporary off-peak lane closures may be needed for some work activities, including utility relocations along Security Blvd.
- Additional off-peak lane closures may be required for the intersection reconfiguration at Security Blvd / Cooks Ln / Forest Park Dr.
- Lane closures may be required along Rolling Road during certain phases of construction.
- Shoulder closures on I-695 are anticipated for pier construction.
- ***I-70 will be reduced to its ultimate lane configuration during construction (3 lanes eastbound and westbound between I-695 and Parallel Dr; 1 lane eastbound and 2 lanes westbound between Parallel Dr and the Park and Ride exit; 1 lane in each direction between the Park and Ride exit and Cooks Ln)

Intersection Grade Crossing Construction:

- Temporary intersection closures (up to 2 weeks) may be required for construction of the grade crossings.
- These closures will restrict turn movements from the mainline and turn and through movements on the side streets. Detours will be required.
- Major intersections, such as Rolling Road, will be constructed in stages to the extent possible to minimize impacts to traffic.

Parking: No on-street parking impacts

Sidewalks and Crosswalks:

- Sidewalk and crosswalk impacts could include either full closure and/or reduced widths to be further determined during Final Design and Construction. Pedestrian access will be maintained through existing, temporary or ultimate sidewalks and crosswalks to the extent possible. Pedestrian detours will be needed and will be finalized during the Design and Construction phases of the project, with input from the communities.

Bus Stops:

- Bus stops on Security Blvd will need to be relocated during construction. A plan will be developed for relocating bus routes and stops as needed throughout construction.
- Pedestrian storage/refuge areas will be provided such that persons waiting for buses are not standing in the road or work area.

***Intersection and Turn Movement Restrictions:**

- In general, existing left and right-turn movements will be maintained during the peak hours on Security Blvd. Some phases of construction may require some turn-lane reductions during peak and off-peak hours for short durations (2-3 weeks).
- The eastbound approach right-turn lane at several intersections will be closed and a shared through/right lane will be maintained, along with a dedicated left turn lane. The following intersections will be affected in this way:
 - Security Blvd / N. Rolling Rd
 - Security Blvd / Lord Baltimore Dr
 - Security Blvd / Belmont Ave

Summary of Construction Impacts
Section 2: Cooks Lane

Street Segment			Impacts During Construction							
On	From	To	Existing Number of Lanes		Number of Lanes During Construction		Turn Movement Restrictions	Loss of Off-Street Parking Spaces	Loss of On-Street Parking Spaces	Sidewalk Impacts
			EB/NB	WB/SB	EB/NB	WB/SB				
Security Blvd	I-70	Forest Park Ave	2	2	2	2	No	N/A	0	N/A
Cooks Lane	Forest Park Ave	Edmondson Ave	1	1	1	1	No	N/A	0	No Impacts
US 40 (Edmondson Ave)	Cooks Ln	East of Glen Allen Dr	3	3	2	2	Yes	N/A	47	North and South sides

Construction Duration: 48 months (4 years); Cut-and-cover on Edmondson: 34 months (2.9 years)

Work Hours: Daytime and Nighttime work (24/7)

Temporary Roadway Closures:

- The loop ramp from SB Security Blvd to EB I-70 will be closed throughout the duration of construction and will be permanently closed upon completion of the project.

Temporary Lane Closures:

- Number of through lanes on Edmondson Ave will be reduced to ultimate condition during construction (2 lanes in each direction).
- In addition to the lane restrictions listed above, temporary off-peak lane closures may be needed for some work activities.
- Temporary off-peak lane closures may be needed on Cooks Lane, Forest Park Drive and Security Blvd for utility work. Additional off-peak lane closures along these roads may be required for the intersection reconfiguration at Security Blvd/ Cooks Ln / Forest Park Dr (Section 1 Construction).

Parking:

- Parking on Cooks Lane will not be impacted during construction.
- All on-street parking on Edmondson Ave. will be lost during construction. A plan to provide alternate parking options during construction will be developed.

Sidewalks and Crosswalks:

- Sidewalk and crosswalk impacts could include either full closure and/or reduced widths to be further determined during Final Design and Construction. Pedestrian access will be maintained through existing, temporary or ultimate sidewalks and crosswalks to the extent possible. Pedestrian detours will be needed and will be finalized during the Design and Construction phases of the project, with input from the communities.

Bus Stops:

- Bus stops on Edmondson Ave will need to be relocated during construction. A plan will be developed for relocating bus routes and stops as needed throughout construction.
- Pedestrian storage/refuge areas will be provided such that persons waiting for buses are not standing in the road or work area.

Intersection and Turn Movement Restrictions:

- During construction of the tunnel portal on Edmondson Ave, several intersections will be closed to mainline left turn, side street through, and side street left turn movements, including:
 - Brookwood Rd
 - Winans Way / Uplands Pkwy
 - Glen Allen Dr *
- Detours will be provided as needed.

*Glen Allen Dr will remain closed to mainline left turn, side street through, and side street left turn movements in the ultimate condition.

Summary of Construction Impacts
Section 3: US 40

Street Segment			Impacts During Construction							
On	From	To	Existing Number of Lanes		Number of Lanes During Construction		Turn Movement Restrictions	Loss of Off-Street Parking Spaces	Loss of On-Street Parking Spaces	Sidewalk Impacts
			EB	WB	EB	WB				
US 40 (Edmondson Ave)	East of Glenn Allen Dr	Franklintown Road	3	3	2	2	Yes	None	340	North and South sides
Franklintown Road	US 40 (Edmondson Ave)	US 40 (Franklin Street)	1	1	1	1	Yes	45	5	West and East sides
US 40 (Franklin St)	Franklintown Road	Warwick Ave	3	3	2	2	Yes	None	N/A	North and South sides
WB US 40 (Franklin St)	Warwick Ave	Pulaski St	-	3	-	2	No	27	46	North and South sides
WB US 40 (Expressway corridor)	Pulaski St	N. Mount St	-	2	-	2	No	None	N/A	South side
EB US 40 (Mulberry St)	Warwick Ave	Smallwood St	3	-	2	-	No	None	N/A	North and South sides
EB US 40 (Mulberry St)	Smallwood St	Payson St	2	-	2	-	No	None	N/A	North side
EB US 40 (Expressway corridor)	Payson St	N. Mount St	2	-	2	-	No	None	N/A	N/A
US 40 (Expressway corridor)	N. Mount St	Fremont Ave	3	3	0*	0*	N/A	None	N/A	N/A

Construction Duration: 42 months (3.5 years)

- Civil: 24 months (2 years); Station/Trackwork/Systems: 18 months (1.5 years)

Work Hours: Daytime and Nighttime work (24/7)

Temporary Road Closures:

- *Closure of EB US 40 and WB US 40 in the expressway corridor is proposed for portal construction (see Segment 4) for the downtown tunnel (approx. 3 years).

Temporary Lane Closures:

- Number of through lanes on Edmondson Ave will be reduced to ultimate condition (2 lanes in each direction) during construction.
- In addition to the lane restrictions listed above, temporary off-peak lane closures may be needed for some work activities.

Intersection Grade Crossing Construction:

- Temporary intersection closures (up to 2 weeks) may be required for construction of the grade crossings.
- These closures will restrict turn movements from the mainline and turn and through movements on the side streets. Detours will be required.
- Major intersections will be constructed in stages to the extent possible to minimize impacts to traffic.

Parking:

- All on-street parking will be lost during construction. A plan to provide alternate parking options during construction will be developed.
- To stagger the parking reductions, Consideration will be given to longitudinal staging of work such that the entire roadway will not be under construction at the same time.

Sidewalks and Crosswalks:

- Sidewalk and crosswalk impacts could include either full closure and/or reduced widths to be further determined during Final Design and Construction. Pedestrian access will be maintained through existing, temporary or ultimate sidewalks and crosswalks to the extent possible. Pedestrian detours will be needed and will be finalized during the Design and Construction phases of the project, with input from the communities.

Bus Stops:

- Bus stops will need to be relocated during construction. A plan will be developed for relocating bus routes and stops as needed throughout construction.
- Pedestrian storage/refuge areas will be provided such that persons waiting for buses are not standing in the road or work area.

Intersection and Turn Movement Restrictions:

- Turn bays will not be provided for **most** mainline turn movements during construction. Mainline turn bays will be provided at key intersections along the corridor to the extent possible to maintain access. These intersections may change throughout construction based on longitudinal staging of work.
- Mainline turn bays will be maintained to the extent possible at locations with high left turn volumes, including:
 - EB Edmondson Ave at Swann Ave
 - WB Edmondson Ave at Athol Ave
 - EB Edmondson Ave at Wildwood Pkwy
 - WB Edmondson Ave at Hilton St
 - WB Franklin St at Franklintown Ave
 - WB Franklin St at Pulaski St
 - EB Mulberry St at Pulaski St
- Detours will be provided as needed.

Summary of Construction Impacts
Section 4: Downtown Tunnel

Street Segment			Impacts During Construction							
On	From	To	Existing Number of Lanes		Number of Lanes During Construction		Turn Movement Restrictions	Loss of Off-Street Parking Spaces	Loss of On-Street Parking Spaces	Sidewalk Impacts
			EB/NB	WB/SB	EB/NB	WB/SB				
US 40 (expressway corridor)	Pulaski St	N. Greene St	3	3	0*	0*	N/A	None	N/A	N/A
Mulberry	Poppleton St	East of Fremont Ave	2	-	0**	-	No	None	3	No Impacts
Fremont Ave	Mulberry St	Fayette St	1	1	1	1	No	None	13	East and West sides
Fremont Ave	Fayette St	Baltimore St	1	1	0***	0***	Yes	None	14	East and West sides
Fayette St	Fremont Ave	MLK Blvd	-	2	-	2	No	None	0	North and South sides
Lombard St	Howard St	Hopkins Pl	-	5	-	2	Yes	888	N/A	North and South sides
Lombard St	Hopkins Pl	Hanover St	-	5	-	3	Yes	None	N/A	No Impacts
Lombard St	Light St	Calvert St	-	6	-	3	Yes	None	N/A	North and South sides
Lombard St	Calvert St	South St	-	6	-	3	Yes	None	0	South side
Light St	Lombard St	Baltimore St	-	5	-	2	Yes	None	14	West side
Fleet St	Exeter St	Caroline St	1	1	1	1	N/A	None	55	North and South sides
Fleet St	Bethel St	Broadway	1	1	1	1	N/A	25	29	North and South sides
Broadway	Fleet St	Eastern Ave	2	2	1	1	Yes	None	24	No Impacts
Boston St	West of Montford Ave	Driveway Ent. (Starbucks)	2	2	0 / 1****	0 / 1****	Yes	None	58	North and South sides

Construction Duration: 54 months (4.5 years)

Work Hours: Daytime and Nighttime work (24/7)

Temporary Roadway Closures:

- *Close EB and WB US 40 (expressway corridor) for approx. 3 years during portal construction and tunnel boring operations.
- **Close EB Mulberry between Poppleton St and east of Fremont St for 10-12 mos. to complete cut and cover operations. EB US 40 will remain open during this phase of construction.
- ***Close Fremont Ave between Fayette and Baltimore for approx. 3-4 years.
- ****Potential closure of Boston St from west of Montford to East of Hudson (approx. 12 months). Under the closure scenario, local traffic access only will be provided to the Anchorage Marina. Options for maintaining one lane of traffic in each direction will be explored. It is anticipated that one lane of traffic in each direction will be maintained in the retained cut section from east of Hudson St to immediately east of the Starbucks Driveway Entrance. Turning movements will be restricted.

Temporary Lane Closures:

- In addition to the lane restrictions listed above, temporary off-peak lane closures may be needed for some work activities.
- Lane closures for station box construction along Lombard and Fleet will be long term (3-4 years).

Parking:

- In the station and portal areas, all parking will be eliminated during construction. Parking along Boston St in the portal area will be eliminated in the ultimate condition.
- A plan to provide alternate parking options during construction will be developed for the Boston St Corridor.

Sidewalks and Crosswalks:

- Thru sidewalk will be maintained on one side of the street only, unless property access is required. Sidewalk detours will be provided if a route is unable to be maintained.

- Temporary sidewalk connections to storefront entries will be provided as needed; at some locations, however, there will be periods when access cannot be provided. Other accommodations will be explored for these locations.
- Sidewalk and crosswalk impacts could include either full closure and/or reduced widths to be further determined during Final Design and Construction. Pedestrian access will be maintained at all times through existing, temporary or ultimate sidewalks and crosswalks to the extent possible. Pedestrian detours will be needed and will be finalized during the design and construction phases of the project, with input from the communities.

Bus Stops:

- Bus stops on Lombard St and Boston St will need to be relocated during construction. A plan will be developed for relocating bus routes and/or stops during construction.
- Where bus stops fall within the work zone, pedestrian storage/refuge areas will be provided such that persons waiting for buses are not standing in the road or work area.

Intersection and Turn Movement Restrictions:

- Where station boxes or tunnel portals cross an intersection, the cross street may also have lane restrictions during construction.
- Eden, Montford and Hudson will "dead end" at the cut-and-cover work areas for the duration of the station work (no thru traffic).
- Turn movements along streets without dedicated turn lanes (Fleet St, Boston St, etc.) may need to be restricted to allow for through traffic flow.
- Dedicated turn lanes along Lombard, Light, Fleet and Boston Street will be reduced or eliminated during construction. The following modifications to lane configurations are anticipated:
 - WB Lombard at Howard: Shared Left-Thru, Shared Thru-Right
 - WB Lombard at Hopkins: Left, Shared Left-Thru, Thru
 - SB Light at Lombard: Thru, Shared Thru-Right
 - WB Lombard at Light: Left, Shared Left-Thru, Thru
 - WB Lombard at Calvert: Thru, Thru, Shared Thru-Right
 - NB / SB Broadway at Fleet: Shared Left-Thru-Right
 - WB Fleet at Broadway: Shared Left-Thru, Right
 - EB Fleet at Broadway: Shared Left-Thru-Right

Summary of Construction Impacts
Segment 5: East Segment

Street Segment			Impacts During Construction							
On	From	To	Existing Number of Lanes		Number of Lanes During Construction		Turn Movement Restrictions	Loss of Off-Street Parking Spaces	Loss of On-Street Parking Spaces	Sidewalk Impacts
			EB/NB	WB/SB	EB/NB	WB/SB				
Boston St	West of Montford Ave	Driveway Ent (Starbucks)	2	2	0 / 1	0 / 1	Yes	None	58	North/East and South/West sides
Boston St	Safeway Driveway	Conkling St	2	2	1	1	Yes	17	181	North and South sides
Boston St***	Conkling St	Future Old Boston St	2	2	1	1	Yes	None	N/A	N/A
Haven St	Future Old Boston St	Hudson St	1	1	1**	0	Yes	None	5	N/A
Dillon St	Grundy St	Haven St	1	1	0*	0*	N/A	None	0	N/A
Eastern Ave	Haven St	Janney St	2	2	2	2	No	None	N/A	No Impacts
Alpha Commons Dr	Future Cassell Dr	Bayview Blvd	1	1	0	0	N/A	52	N/A	North and South sides
Bayview Blvd	Alpha Commons Dr	Lombard St	2	2	2	2	Yes	52	N/A	East and West sides

****Roadway improvements on Boston Street from Baylis St to Future Old Boston St will be constructed under a separate contract

Construction Duration: 42 months (3.5 years)

- Civil: 27 months (2.25 years); Stations/Track work/Systems: 15 months (1.25 years)

Work Hours: Daytime and Nighttime work (24/7)

Temporary Roadway Closures:

- *Dillon St will be closed at Haven Street (~3 months). Local traffic will be able to access Dillon St by taking Hudson to Grundy to Dillon.
- Boston Street will be closed from West of Montford Ave to the entrance to Starbucks parking lot for portal construction. Refer to Section 4.
- Short duration closures of Janney St, Kresson St, CSX Rail, Norfolk Southern Rail, Oldham St, Ponca St, and I-895 are anticipated for erecting steel girders.

Temporary Lane Closures:

- Number of through lanes on Boston St will be reduced to ultimate condition during construction (1 lane in each direction).
- In addition to the lane restrictions listed above, temporary off-peak lane closures may be needed for some work activities.
- **Haven St will operate in a reversible, one-lane configuration for several stages of construction. Temporary signals will be installed for traffic control.
- Shoulder closures along I-895 are anticipated for pier construction.

Intersection Grade Crossing Construction:

- Temporary intersection closures (up to 2 weeks) may be required for construction of the grade crossings. These closures will restrict turn movements from the mainline and turn and through movements on the side streets. Detours will be required.
- Major intersections, including Boston St at Future Old Boston St and Lombard St at Bayview Blvd/I-895 Ramps, will be constructed in stages to the extent possible to minimize impacts to traffic.

Parking:

- All on-street parking will be lost during construction. A plan to provide alternate parking options during construction will be developed.
- To stagger parking restrictions, consideration will be given to longitudinal staging of work such that the entire roadway will not be under construction at the same time.

Sidewalks and Crosswalks:

- Sidewalk and crosswalk impacts could include either full closure and/or reduced widths to be further determined during Final Design and Construction. Pedestrian access will be maintained to the extent possible through existing, temporary or ultimate sidewalks and crosswalks. Sidewalk and crosswalk detours will be provided if a route is unable to be maintained. Pedestrian detours will be finalized during the design and construction phases of the project, with input from the communities.

Bus Stops:

- Bus stops will need to be relocated during construction. A plan will be developed for relocating bus routes and/or stops as needed throughout construction.
- Pedestrian storage/refuge areas will be provided such that persons waiting for buses are not standing in the road or work area.

Intersection and Turn Movement Restrictions:

- Turn movements will be restricted during certain phases of construction.
- Turn bays will not be provided for **most** mainline turn movements during construction. Mainline turn bays will be provided at key intersections along the corridor to the extent possible to maintain access. These intersections may change throughout construction based on longitudinal staging of work.
- Mainline left turn movement will be maintained during all but short duration closures at the following intersections:
 - WB Boston St at Clinton
 - EB Boston St at Conkling
 - WB Boston St at Kenwood
 - EB Boston St at Kenwood
 - WB U-Turn on Boston St at Lakewood

APPENDIX F ON-STREET PARKING SPACES INVENTORY

Road Name	Block (West to East)	Existing Number of Spaces	Existing Spaces north/east curb	Existing Spaces south/west curb	Existing Regulations	Existing Utilization (Weekday Midday)	Existing Utilization (Weekday PM)	Existing Utilization (Saturday Midday)	Existing Number of Travel Lanes (Off-Peak)	Proposed Number of Travel Lanes (Off-Peak)	Proposed Regulation	Future Spaces Retained	Spaces Removed or (Added) with the Red Line	Impact to Existing Utilization (Vehicles Relocated to Adjacent Space)	Impact to Existing Utilization (Vehicles Displaced)	Ultimate Impact (Loss)
Security Boulevard	Centers for Medicare and Medicaid Services Entrance to Greengage Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Security Boulevard	Greengage Road to Brookdale Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Security Boulevard	Brookdale Road to Kennicott Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Security Boulevard	Kennicott Road to North Rolling Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Security Square Mall Loop	Rolling Bend Road to Lord Baltimore Drive	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
Security Square Mall Loop	Lord Baltimore Drive to Belmont Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
Security Square Mall Loop	Belmont Avenue to I-695	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Parallel Drive	I-695 to Woodlawn Drive	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
Ingleside Avenue	Stella Drive to I-70	0	0	0	No Parking Anytime	N/A	N/A	N/A	1	1	Same as Existing	0	0	0	0	None
Forest Park Avenue	Stamford Road to Security Boulevard/Cooks Lane	0	0	0	No Parking Anytime	N/A	N/A	N/A	1	1	Same as Existing	0	0	0	0	None
I-70	Woodlwan Drive to Ingleside Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
Cooks Lane	Forest Park Avenue to Valleybrook Road	36	8	28	Parking Allowed	3	5	1	2	2	Same as Existing	36	0	0	0	None (Tunnel)
Cooks Lane	Valleybrook Road to Sideleigh Road	56	36	20	Parking Allowed	12	9	14	2	2	Same as Existing	56	0	0	0	None (Tunnel)
Cooks Lane	Sideleigh Road	10	3	7	Parking Allowed	0	0	0	2	2	Same as	10	0	0	0	None

Road Name	Block (West to East)	Existing Number of Spaces	Existing Spaces north/east curb	Existing Spaces south/west curb	Existing Regulations	Existing Utilization (Weekday MIDDAY)	Existing Utilization (Weekday PM)	Existing Utilization (Saturday MIDDAY)	Existing Number of Travel Lanes (Off-Peak)	Proposed Number of Travel Lanes (Off-Peak)	Proposed Regulation	Future Spaces Retained	Spaces Removed or (Added) with the Red Line	Impact to Existing Utilization (Vehicles Relocated to Adjacent Space)	Impact to Existing Utilization (Vehicles Displaced)	Ultimate Impact (Loss)
	to St. Gemma Road										Existing					(Tunnel)
Cooks Lane	St. Gemma Road to Westhills Road	24	11	13	Parking Allowed	5	1	2	2	2	Same as Existing	24	0	0	0	None (Tunnel)
Cooks Lane	Westhills Road to Lindsay Road	16	8	8	Parking Allowed	0	0	0	2	2	Same as Existing	16	0	0	0	None (Tunnel)
Cooks Lane	Lindsay Road to Westpark Way	15	6	14	Parking Allowed	0	0	0	2	2	Same as Existing	15	0	0	0	None (Tunnel)
Cooks Lane	Westpark Way to Briarcliff Road	13	8		Parking Allowed	1	0	0	2	2	Same as Existing	13	0	0	0	None (Tunnel)
Cooks Lane	Briarcliff Road to Alson Drive	15	0	15	No Parking Anytime - WB Parking Allowed - EB	3	2	1	2	2	Same as Existing	15	0	0	0	None (Tunnel)
Cooks Lane	Alson Drive to Coleherne Road	41	28	13	Parking Allowed - WB Restricted Parking 7-9am - EB	2	7	4	2	2	Same as Existing	41	0	0	0	None (Tunnel)
Cooks Lane	Coleherne Road to Edmondson Avenue	7	7	0	No Parking Anytime - EB Parking Allowed - WB	0	0	0	3	3	Same as Existing	7	0	0	0	None (Tunnel)
Swann Avenue	Old Frederick Road to Edmondson Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	1	1	Same as Existing	0	0	0	0	None
Edmondson Avenue	Cooks Lane to Nottingham Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	7	7	Same as Existing	0	0	0	0	None (Tunnel)
Edmondson Avenue	Nottingham Road to Brookwood Road	13	13	0	Restricted Parking 3-6pm Weekdays - WB No Parking Anytime - EB	0	0	0	7	7	Same as Existing	13	0	0	0	None (Tunnel)
Edmondson Avenue	Brookwood Road to Uplands Pkwy/Winans Way	13	13	0	Restricted Parking 3-6pm Weekdays - WB No Parking Anytime - EB	0	0	0	6	6	Same as Existing	13	0	0	0	None (Tunnel)
Edmondson Avenue	Uplands Pkwy/Winans Way to Glen	21	9	12	Restricted Parking 7:30-10 Weekdays - EB	0	0	0	6	4	No Parking Anytime	21	0	0	0	Lose one lane in each direction

Road Name	Block (West to East)	Existing Number of Spaces	Existing Spaces north/east curb	Existing Spaces south/west curb	Existing Regulations	Existing Utilization (Weekday Midday)	Existing Utilization (Weekday PM)	Existing Utilization (Saturday Midday)	Existing Number of Travel Lanes (Off-Peak)	Proposed Number of Travel Lanes (Off-Peak)	Proposed Regulation	Future Spaces Retained	Spaces Removed or (Added) with the Red Line	Impact to Existing Utilization (Vehicles Relocated to Adjacent Space)	Impact to Existing Utilization (Vehicles Displaced)	Ultimate Impact (Loss)
	Allen Drive				Restricted Parking 3-6pm Weekdays - WB											
Edmondson Avenue	Glen Allen Drive to Old Frederick Road	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
Edmondson Avenue	Old Frederick Road to Swann Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
Edmondson Avenue	Swann Avenue to North Athol Avenue	26	26	0	Restricted Parking 3-6pm Weekdays - WB No Parking Anytime - EB	0	0	0	6	4	No Parking Anytime	0	26	0	0	Lose one lane in each direction
Edmondson Avenue	North Athol Avenue to Gelston Drive	24	10	37	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	0	0	10	6	4	No Parking Anytime	0	24	0	10	Lose one lane in each direction
Edmondson Avenue	Gelston Drive to Walnut Avenue	18	14		Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	0	0	10	6	4	No Parking Anytime	0	18	5	5	Lose one lane in each direction
Edmondson Avenue	Walnut Avenue to N Woodington Road	22	3		Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB Passenger Loading Zone 20 Min parking - WB (in front of Edmondson Village Medical Ctr, mid-block)	4	2	0	6	4	Dedicated Parking WB (5 Spaces)	5	17	0	0	Lose one lane in each direction
Edmondson Avenue	N Woodington Road to N Augusta Ave	18	4	14	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking	1	0	2	6	4	Dedicated Parking WB (9 spaces)	9	9	0	0	Lose one lane in each direction

Road Name	Block (West to East)	Existing Number of Spaces	Existing Spaces north/east curb	Existing Spaces south/west curb	Existing Regulations	Existing Utilization (Weekday Midday)	Existing Utilization (Weekday PM)	Existing Utilization (Saturday Midday)	Existing Number of Travel Lanes (Off-Peak)	Proposed Number of Travel Lanes (Off-Peak)	Proposed Regulation	Future Spaces Retained	Spaces Removed or (Added) with the Red Line	Impact to Existing Utilization (Vehicles Relocated to Adjacent Space)	Impact to Existing Utilization (Vehicles Displaced)	Ultimate Impact (Loss)
					3-6pm Weekdays - WB											
Edmondson Avenue	N Augusta to Wildwood Parkway	15	10	5	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	1	3	5	6	4	Dedicated Parking WB (8 spaces)	8	7	0	0	Lose one lane in each direction
Edmondson Avenue	Wildwood Parkway to N Loudon Avenue	18	8	10	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	5	5	4	6	4	Dedicated Parking WB (8 spaces)	8	10	0	0	Lose one lane in each direction
Edmondson Avenue	N Loudon Ave to Normandy Avenue	16	13	7	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	3	6	11	6	4	Dedicated Parking WB (3 spaces) Dedicated Parking EB (8 spaces)	11	5	0	0	Lose one lane in each direction
Edmondson Avenue	Normanday Avenue to Lyndhurst Street	14		10	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	1	6	0	6	4	Dedicated Parking EB (9 spaces)	9	5	0	0	Lose one lane in each direction
Edmondson Avenue	Lyndhurst Street to Mt Holly Street	21	14	7	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	1	3	18	6	4	Dedicated Parking WB (14 spaces) Dedicated Parking EB (8 spaces)	22	(1)	0	0	Lose one lane in each direction
Edmondson Avenue	Mt Holly Street to Allendale Street	20	10	10	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	3	5	15	6	4	No Parking Anytime	0	20	13	2	Lose one lane in each direction
Edmondson Avenue	Allendale Street to N Grantley Street	17	9	23	Restricted Parking 7:30-10am Weekdays - EB	4	11	16	6	4	No Parking Anytime	0	17	2	14	Lose one lane in each direction

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					Restricted Parking 3-6pm Weekdays - WB											
Edmondson Avenue	N Grantley Street to Linnard Street	13	5		Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	1	6	12	6	4	Dedicated Parking WB (6 spaces) Dedicated Parking EB (14 spaces)	20	(7)	0	0	Lose one lane in each direction
Edmondson Avenue	Linnard Street to Edgewood Street	15	8		Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	1	0	8	6	4	No Parking Anytime	0	15	8	0	Lose one lane in each direction
Edmondson Avenue	Edgewood Street to Denison Street	24	12	12	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	6	7	8	6	4	Dedicated Parking WB (10 spaces)	10	14	0	0	Lose one lane in each direction
Edmondson Avenue	Denison Street to North Hilton Street	23	11	12	Restricted Parking 7:30-10am Weekdays - EB Restricted Parking 3-6pm Weekdays - WB	2	8	7	6	4	Dedicated Parking EB (9 spaces)	9	14	0	0	Lose one lane in each direction
Edmondson Avenue	North Hilton Street to Hilton Parkway	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
Edmondson Avenue	Hilton Parkway to Upper Ellicott Drwy	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
Edmondson Avenue	Upper Ellicott Drwy to North Rosedale Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
Edmondson Avenue	N Rosedale Street to N Longwood Street	16	16	0	No Parking Anytime - EB Restricted Parking 3-6pm Weekdays - WB	5	10	8	6	4	Dedicated Parking WB (15 spaces)	15	1	0	0	Lose one lane in each direction

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Edmondson Avenue	N Longwood Street to Poplar Grove Street	15	15	0	No Parking Anytime - EB Restricted Parking 3-6pm Weekdays - WB	1	8	2	6	3	No Parking Anytime	0	15	5	3	Lose two lanes - EB Lose one lane - WB
Edmondson Avenue	Poplar Grove Street to Franklinton Road	12	4	8	Parking Allowed Truck Loading Zone on East side of block Restricted Parking 3-6pm Weekdays - WB	0	6	2	4	4	No Parking Anytime	0	12	6	0	Lose one lane in each direction
N. Franklinton Road	Poplar Grove Street to Edmondson Avenue	17	10	7	Restricted Parking Friday	8	7	1	2	2	Same as Existing	17	0	0	0	
N. Franklinton Road	Edmondson Avenue to Laretta Avenue	5	0	5	Parking Allowed - SB No Parking Anytime - NB	0	0	2	2	2	No Parking Anytime	0	5	2	0	Lose shoulder in each direction
N. Franklinton Road	Laretta Avenue to W. Franklin Street	0	0	0	No Parking Anytime	0	0	0	2	2	No Parking Anytime	0	0	0	0	Lose shoulder in each direction
N. Franklinton Road	W. Franklin Street to W. Saratoga Street	22	11	11	Parking Allowed	12	3	12	2	2	Same as Existing	22	0	0	0	
Poplar Grove St	Franklinton Rd to Edmondson Ave	11	6	5	Parking Allowed	2	3	3	2	2	No Parking Anytime	0	11	0	3	
Poplar Grove St	Edmondson Avenue to W Franklin St	8	4	4	Parking Allowed	8	2	2	2	2	No Parking Anytime	0	8	8	0	
N Calverton Street	Edmondson Ave to Dead End	105	52	53	Parking Allowed	77	21	7	2	2	Same as Existing	105	0	0	0	
Edmondson Avenue	N. Bentalou St to Pulaski St	22	0	22	Parking Allowed - EB No Parking Anytime - WB	12	5	5	2	2	Same as Existing	22	0	0	0	
Edmondson Avenue	Pulaski St to Brice St	16	8	8	Parking Allowed	6	3	2	2	2	Same as Existing	16	0	0	0	
Edmondson Avenue	Brice St to Payson St	9	6	3	Parking Allowed	6	2	6	2	2	Same as Existing	9	0	0	0	
Edmondson	Payson St to	16	5	11	Parking Allowed	7	6	3	2	2	Same as	16	0	0	0	

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Avenue	Appleton St										Existing					
Edmondson Avenue	Appleton St to N Monroe St	14	7	7	Parking Allowed	1	3	2	2	2	Same as Existing	14	0	0	0	
Edmondson Avenue	N Monroe Street to Kirby Lane	23	10	13	Restricted Parking Monday and Tuesday	3	3	2	2	2	Same as Existing	23	0	0	0	
Edmondson Avenue	Kirby Lane to Fulton Avenue	8	5	3	Restricted Parking Monday and Tuesday	1	0	1	2	2	Same as Existing	8	0	0	0	
W Franklin Street	N Franklintown Road to N Calverton Road/Ashburton St	6	6	0	No Parking Anytime - EB Restricted Parking 7-10am & 3-7pm - WB	0	1	1	7	5	No Parking Anytime	0	6	1	0	Lose one lane in each direction
W Franklin Street	Ashburton Street to Evergreen Street	18	18	0	No Parking Anytime - EB Restricted Parking 7-10am & 3-7pm - WB	1	0	0	6	4	Dedicated Parking WB (21 spaces)	21	(3)	0	0	Lose one lane in each direction
W Franklin Street	Evergreen Street to Doswell Avenue (Whitemore Ave)	9	9	0	No Parking Anytime - EB Restricted Parking 7-10am & 3-7pm - WB	0	0	2	6	4	No Parking Anytime	0	9	2	0	Lose one lane in each direction
W Franklin Street	Doswell Avenue (Whitemore Ave) to N Warwick Avenue	12	12	0	No Parking Anytime - EB Restricted Parking 7-10am & 3-7pm - WB	0	1	2	6	4	Dedicated Parking WB (7 spaces)	7	5	0	0	Lose one lane in each direction
W Franklin Street	N Warwick Avenue to Wheeler Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
W Franklin Street	Wheeler Avenue to N Bentalou Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
W Franklin Street	N Bentalou Street to N Smallwood St	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
W Franklin Street	N Smallwood Street to N Pulaski St	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	Lose one lane in each direction
W Franklin Street	N Pulaski Street to N Brice Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	None

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W Franklin Street	N Brice Street to N Payson Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	4	Same as Existing	0	0	0	0	None
W Franklin Street	N Payson Street to N Monroe Street	24	0	24	No Parking Anytime - WB Parking Allowed - EB	11	8	10	6	4	Same as Existing	24	0	0	0	None
US 40	N Monroe Street to N Fulton Ave	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	N Fulton Avenue to N Mount Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	N Mount Street to N Gilmor Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	N Gilmore Street to Parrish Alley	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	5	Same as Existing	0	0	0	0	Lose one lane EB
US 40	Parish Alley to S Stricker Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	5	Same as Existing	0	0	0	0	Lose one lane EB
US 40	S Stricker Street to N Calhoun Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	5	Same as Existing	0	0	0	0	Lose one lane EB
US 40	N Calhoun Street to N Carey Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	5	Same as Existing	0	0	0	0	Lose one lane EB
US 40	N Carey Street to N Carrollton Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	5	Same as Existing	0	0	0	0	Lose one lane EB
US 40	N Carrollton Avenue to N Arlington Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	N Arlington Avenue to N Schroeder Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	N Schroeder Street to Poletton Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
US 40	Poppleton Street to N Fremont Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None
Fayette Street	Poppleton Street to Fremont Avenue	80	40	40	2 hour Permit Parking Only	3	48	19	2	2	Same as Existing	80	0	0	0	
Fayette	Fremont Avenue	27	14	13	2 hour Permit	19	15	15	2	2	Same as	27	0	0	0	

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Street	to MLK Jr Blvd				Parking Only						Existing					
Baltimore Street	Poppleton Street to Fremont Avenue	N/A	N/A	N/A	CONSTRUCTION ZONE - NO PARKING ANYTIME	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	
Baltimore Street	Fremont Avenue to MLK Jr Blvd	N/A	N/A	N/A	CONSTRUCTION ZONE - NO PARKING ANYTIME	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	
N Fremont Avenue	US 40 toW Saratoga Street	23	11	12	Parking Allowed	10	18	25	2	2	Same as Existing	23	0	0	0	None (Tunnel)
N Fremont Avenue	Saratogoa Street to W Lexington Street	40	20	20	Parking Allowed	20	27	36	2	2	Same as Existing	40	0	0	0	None (Tunnel)
N Fremont Avenue	W Lexington Street to Fayette Street	24	12	12	Parking Allowed	4	12	8	2	2	Same as Existing	24	0	0	0	None (Tunnel)
N Fremont Avenue	Fayette Street to Baltimore Street	26	13	13	Parking Allowed	21	19	22	2	2	No Parking - SB Parking Allowed - NB	19	7	7	0	None (Tunnel)
N Fremont Avenue	Baltimore Street to Martin Luther King Jr Blvd	10	4	6	Parking Allowed	12	7	10	2	2	Same as Existing	10	0	0	0	None (Tunnel)
W Lombard Street	Martin Luther King Jr Blvd to Penn Street	13	13	0	No Parking Anytime -EB Restricted Parking 7-9am & 4-6pm - WB	13	3	7	2	2	Same as Existing	13	0	0	0	None (Tunnel)
W Lombard Street	Penn Street to Green Street	0	0	0	No Parking Anytime Patient Drop Off Zone 5 Min Parking 24hrs, 7 days - WB (in front of UMD Medical Center)	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
W Lombard Street	Green Street to Paca Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
W Lombard Street	Paca Street to Eutaw Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
W Lombard	Eutaw Street to	0	0	0	No Parking	N/A	N/A	N/A	4	4	Same as	0	0	0	0	None

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Street	Howard Street				Anytime						Existing					(Tunnel)
W Lombard Street	Howard Street to S Hopkins Place	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
W Lombard Street	S Hopkins Place to Cathedral Street/S Hanover Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
W Lombard Street	Cathedral Street/S Hanover Street to S Charles Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
Light Street	Baltimore Street to Redwood Street	18	9	9	No Parking 7-10am & 4-6pm - West side Parking Allowed - East side	18	5	3	4	4	Same as Existing	18	0	0	0	
Light Street	Redwood Street to Lombard Street	17	9	8	No Parking 7-10am & 4-6pm Passenger Loading Zone 10 Min parking 6:00p-11:00p M-Sa - NB (in front of CVS, mid block) Median separated Passenger Loading Zone - NB in front of Residence Inn	17	18	14	4	4	Same as Existing	17	0	0	0	
Light Street	Lombard Street to Pratt Street	0	0	0	No Parking Anytime except for Passenger Loading Zone 30 min parking - NB (in front of Jos. A. Bank, mid block)	N/A	3	N/A	4	4	Same as Existing	0	0	0	0	None
Calvert Street	Redwood Street to Lombard Street	0	0	0	No Parking Anytime Passenger Loading Zone 24hrs, 7 days - SB (in front of Brookshire Suites,	N/A	10	N/A	4	4	Same as Existing	0	0	0	0	None

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					South side of block) Truck Loading Zone 10am-3pmM-F, 8am-6pm Sat (in front of Subway)											
Calvert Street	Baltimore Street to Redwood Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
Calvert Street	Lombard Street to Pratt Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None
E Lombard Street	S Charles Street to Light Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	Light Street to S Calvert Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	S Calvert Street to South Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	South Street to Commerce Street	5	5	0	Parking Allowed - WB No Parking Anytime - EB	5	5	5	6	6	Same as Existing	5	0	0	0	None (Tunnel)
E Lombard Street	Commerce Street to S Gay Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	5	5	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	S Gay Street to S Frederick Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	5	5	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	S Frederick Street to Market Place	0	0	0	No Parking Anytime	N/A	N/A	N/A	5	5	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	Market Place to Constellation Way	0	0	0	No Parking Anytime Truck Loading Zone 24 hrs, 7 days - EB	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	Constellation Way to W Falls Ave	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
E Lombard Street	W Falls Avenue to S President Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
President Street	E Lombard Street to Pratt Street	18	0	18	No Parking Anytime - NB Parking Allowed - SB	14	15	15	6	6	Same as Existing	18	0	0	0	None (Tunnel)

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President Street	Pratt Street to Fawn Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None (Tunnel)
President Street	Fawn Street to Eastern Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	6	6	Same as Existing	0	0	0	0	None (Tunnel)
President Street	Eastern Avenue to Fleet Street/Albemarle Street	0	0	0	No Parking Anytime	N/A	5	N/A	6	6	Same as Existing	0	0	0	0	None (Tunnel)
Fleet Street	Albemarle Street to Exeter Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
Fleet Street	Exeter Street to S Central Ave	15	8	7	Restricted Parking 7-9am & 4-6pm Weekdays Truck Loading Zone 9:00a-4:00p M-F & Passenger Loading Zone 6:00p-12am 10 Min parking only Sat-Sun - EB (in front of Laureate, East side of block)	13	18	14	2	2	Same as Existing	15	0	0	0	None (Tunnel)
S Central Avenue	Fleet Street to Aliceanna Street	28	20	8	Restricted Parking 7-9am & 4-6pm - NB Parking Allowed except for Passenger Loading 10 Min Parking Sa-Su (in front of Asian Rice Co., South side of block) - SB	17	28	24	2	2	Same as Existing	28	0	0	0	
S Eden Street	Fleet Street to Aliceanna Street	14	10	4	Parking Allowed except for Truck Loading Zone 7:00a-5:00p Sa-Sun - NB (in front of H & S Bakery, North side of block)	14	22	14	2	2	Same as Existing	14	0	0	0	
Fleet Street	S Central Ave to S Eden Street	10	4	6	Parking Allowed	10	11	10	2	2	No Parking - EB	4	6	2	4	None (Tunnel)

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											Parking Allowed - WB					
Fleet Street	S Eden Street to S Spring Street	18	10	8	Parking Allowed except for Passenger Loading Zone 15 min parking 7:00a-4:00p M-F - EB, East side of block	0	16	3	2	2	Same as Existing	18	0	0	0	None (Tunnel)
Fleet Street	S Spring Street to S Caroline Street	13	7	6	Parking Allowed except for Truck Loading Zone 8:00a-6:00p M-SA - WB, East side of block (in front of Fell's Futon)	0	10	0	2	2	Same as Existing	13	0	0	0	None (Tunnel)
Fleet Street	S Caroline Street to S Dallas Street	10	6	4	Parking Allowed	8	5	0	2	2	Same as Existing	10	0	0	0	None (Tunnel)
Fleet Street	S Dallas Street to S Bond Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None (Tunnel)
Fleet Street	S Bond Street to S Bethel Street	6	6	0	Parking Allowed - WB No Parking Anytime - EB	2	8	4	2	2	Same as Existing	6	0	0	0	None (Tunnel)
Fleet Street	S Behtel Street to S Broadway Street	10	4	6	Parking Allowed	9	11	7	2	2	Same as Existing	10	0	0	0	None (Tunnel)
Broadway Street	NB - Aliceanna St to Fleet Street	41	20	21	Parking Allowed	17	29	37	2	2	Same as Existing	41	0	0	0	
Broadway Street	NB - Fleet Street to Eastern Ave	40	20	20	Parking Allowed except for Passenger Loading Zone 10 min parking 5:00p-1:00a M-Sat (in front of Carolinas Tex Mex, North side of block)	8	18	30	2	2	Same as Existing	40	0	0	0	

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Broadway Street	SB - Eastern Ave to Fleet Street	40	20	20	Parking Allowed except for Passenger Loading Zone 10 min parking 6:00p-12:00am Th-Sat (In front of Love Zone/Ritz Caberet, north side of block)	10	26	34	2	2	Same as Existing	40	0	0	0	
Broadway Street	SB - Fleet Street to Aliceanna Street	38	18	20	Parking Allowed	14	30	38	2	2	Same as Existing	38	0	0	0	
Fleet Street	S Broadway Street to S Regester Street	12	4	8	Parking Allowed except for Truck Loading Zone 7:00a-6:00p M-Sat (In front of Another Period in Time and Super Linens, mid-block)	8	15	12	2	2	Same as Existing	12	0	0	0	None (Tunnel)
Fleet Street	S Regester Street to S Ann Street	19	7	12	Parking Allowed except for Truck Loading Zone 8:00a-6:00p M-Sat (In front of Bowery Antiques and Hi's Variety Store, mid-block)	14	23	19	2	2	Same as Existing	19	0	0	0	None (Tunnel)
Fleet Street	S Ann Street to S Durham Street	12	6	6	Parking Allowed	10	11	7	2	2	Same as Existing	12	0	0	0	None (Tunnel)
Fleet Street	S Durham Street to S Wolfe Street	10	5	5	Parking Allowed	10	13	9	2	2	Same as Existing	10	0	0	0	None (Tunnel)
Fleet Street	S Wolfre Street to S Chapel Street	11	7	4	Parking Allowed	11	10	10	2	2	Same as Existing	11	0	0	0	None (Tunnel)
Fleet Street	S Chapel Street to S Washington Street	14	7	7	Parking Allowed	14	15	13	2	2	Same as Existing	14	0	0	0	None (Tunnel)
Fleet Street	S Washington Street to S Castle Street	14	8	6	Parking Allowed	7	20	14	2	2	Same as Existing	14	0	0	0	None (Tunnel)
Fleet Street	S Castle Street to	6	3	3	Parking Allowed	3	3	6	2	2	Same as	6	0	0	0	None

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	S Chester Street										Existing					(Tunnel)
Boston Street	Fleet Street to Van Lill Street	15	13	2	Parking Allowed - EB Restricted Parking 7-9am Weekdays - WB Passenger Loading 10 min parking - WB (in front of Distillery Apartments, mid block)	7	12	6	4	4	Same as Existing	15	0	0	0	None (Tunnel)
Boston Street	Van Lill Street to Patterson Park Avenue	8	8	12	Restricted Parking 7-9am Weekdays - WB Restricted Parking 4-6pm Weekdays - EB	5	6	8	4	4	Same as Existing	8	0	0	0	None (Tunnel)
Boston Street	Patterson Park Avenue to Leakin Street	17	5		Restricted Parking 7-9am Weekdays - WB Restricted Parking 4-6pm Weekdays - EB Truck Loading Zone 9:00a-6:00p M-F - WB (In front of Barcoding Inc, West side of block)	2	7	10	4	4	Same as Existing	17	0	0	0	None (Tunnel)
Boston Street	Leakin Street to Wagner Street	8	8		Restricted Parking 7-9am Weekdays - WB Restricted Parking 4-6pm Weekdays - EB Truck Loading Zone 6:00p-2:00a Th-Sat - WB (East Side of Block)	0	6	3	4	4	Same as Existing	8	0	0	0	None (Tunnel)
Boston Street	Wagner Street to S Montford Avenue	24	8	16	Restricted Parking 7-9am & 4-6pm Weekdays Truck	6	16	14	4	4	Same as Existing	24	0	0	0	None (Tunnel)

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					Loading Zone 7:00p-2:00a M-F - WB (in front of Canton Market, West side of block)											
Boston Street	S Montford Avenue to Hudson Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	4	4	Same as Existing	0	0	0	0	None (Tunnel)
Boston Street	Hudson Street to S Lakewood Avenue	78	34	44	Restricted Parking 7-9am & 4-6pm Weekdays	58	50	53	2	2	No Parking Anytime	0	78	6	52	Lose peak lane in each direction
Boston Street	S Lakewood Avenue to Lakewood Avenue				Truck/Passenger Loading Zone 24 hours, 7 days - EB (in front of Anchorage Tower)					2	No Parking Anytime					Lose peak lane in each direction
Boston Street	Lakewood Avenue to Lighthouse Point	27	17	10	Parking Allowed	23	27	27	4	2	Proposed Full Time Parking	29	(2)	0	0	Lose one lane in each direction
Boston Street	Lighthouse Point to S Kenwood Avenue				Parking Allowed					2	Proposed Full Time Parking					Lose one lane in each direction
Boston Street	S Kenwood Avenue to S Streeper St	13	8	5	No Parking Anytime	N/A	N/A	N/A	4	2	Proposed Full Time Parking	11	2	0	5	Lose one lane in each direction
Boston Street	S Streeper Street to S Linwood Avenue				Parking Allowed	10	16	8	4	2	Proposed Full Time Parking					Lose one lane in each direction
Boston Street	S Linwood Ave to S Potomac Street	24	13	11	Parking Allowed except for Passenger Loading Zone 5 Min Parking 24hrs, 7 days - EB (in front of Canton Cove Apartments, mid-block)	13	25	19	4	2	Proposed Full Time Parking	14	10	0	11	Lose one lane in each direction
Boston Street	S Potomac Street to S Ellwood Avenue	27	13	14	Parking Allowed	10	25	18	4	2	Proposed Full Time Parking	24	3	1	0	Lose one lane in each direction
Boston Street	S Ellwood Avenue to SE	18	8	10	Parking Allowed	10	18	8	4	2	Proposed Full Time	23	(5)	0	0	Lose one lane in each

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	Avenue										Parking					direction
Boston Street	SE Avenue to S Clinton Street	20	6	14	Parking Allowed	17	19	0	4	2	Proposed Full Time Parking	14	6	5	0	Lose one lane in each direction
Boston Street	S Clinton Street to S Highland Street	11	6	5	Parking Allowed	10	4	1	4	4	Proposed Full Time Parking	6	5	3	1	None
Boston Street	S Highland Street to S Baylis Street	12	6	6	Parking Allowed	12	1	1	4	4	Proposed Full Time Parking	15	(3)	0	0	None
Boston Street	S Baylis Street to S Conkling Street	9	5	4	Parking Allowed	9	5	0	4	4	Proposed Full Time Parking	4	5	0	5	None
Boston Street	S Conkling Street to S Haven Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	4	Same as Existing	0	0	0	0	*To Be Constructed by BohDonnell Project
S Haven Street	Boston Street to O'Donnell Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	*To Be Constructed by BohDonnell Project
S Haven Street	O'Donnell Street to Dillon Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None
S Haven Street	Dillon Street to Hudson Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None
S Haven Street	Hudson Street to Fait Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None
S Haven Street	Fait Avenue to Foster Avenue	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None
S Haven Street	Foster Avenue to Fleet Street	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	2	Same as Existing	0	0	0	0	None
S Janney Street	E Pratt Street to E Lombard Street	N/A	N/A	N/A	CONSTRUCTION ZONE	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	None
S Janney Street	E Lombard Street to E Baltimore Street	N/A	N/A	N/A	CONSTRUCTION ZONE	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	None
E Pratt Street	S Janney Street to Kresson Street	N/A	N/A	N/A	CONSTRUCTION ZONE	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	None
E Pratt Street	Kresson Street to Kane Street	N/A	N/A	N/A	CONSTRUCTION ZONE	N/A	N/A	N/A	2	2	Same as Existing	N/A	0	0	0	None

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Alpha Commons	Cassell Drive to Bayview Blvd	0	0	0	No Parking Anytime	N/A	N/A	N/A	2	0	Road to be removed	0	0	0	0	Alpha Commons removed - becomes Bayview Campus Station